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Baltimore, Ordinances, etc.

ORDINANCES AND RESOLUTIONS

OF THE

MAYOR AND CITY COUNCIL

OF BALTIMORE

PASSED AT THE ANNUAL SESSION 1909-10



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1910

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1909/10

ORDINANCES

PASSED AT THE ANNUAL SESSION

1909-10

No. 330.

An ordinance granting to the Standard Oil Co., a corporation organized and existing under and by virtue of the laws of the State of New Jersey, its successors and assigns, the right to exclusively use a part of the western half of Pier No. 2, forming a part of the Burnt District Commission plan of additions and extensions to the public wharves and docks of Baltimore city, and prescribing the terms, conditions and duration of said grant and the compensation to be paid therefor.

SECTION 1. *Be it ordained by the Mayor* Standard Oil Co. *and City Council of Baltimore,* That the Standard Oil Company, a corporation organized and existing under and by virtue of the laws of the State of New Jersey, its successors and assigns, be and it is hereby authorized and empowered exclusively to use for a period of fifty years, subject to all ^{50 years.} the terms and conditions mentioned herein, including those relating to revaluation upon the expiration of every recurring period of ten years hereunder during said whole period of fifty years, all that part of the westerly half of Pier No. 2, forming a part of the Burnt District Commission plan of additions and extensions to the public wharves and docks of Baltimore

city, sanctioned by Ordinance No. 149 of the Mayor and City Council of Baltimore, approved November 10, 1904, described as follows, that is to say:

Pier No. 2.

Beginning for the same at a point on the westerly water line of Pier No. 2, at the distance of one hundred and two feet southerly from the intersection of said westerly water line with the line of the south side of Pratt street, as widened, being at the end of the first line of the lot whose use was granted by the Mayor and City Council of Baltimore to the Standard Oil Company; thence binding on the second line of said lot, and at right angles to the westerly water line of Pier No. 2 (easterly 99.465 feet more or less) to a point in the center of a drive and trackway fifty feet wide there situate, with the use in common with the other grantees of franchises on said pier; thence southerly along the center line of said drive and trackway twenty feet; thence westerly by a line parallel to the second line of the lot granted as aforesaid to the Standard Oil Company, ninety-nine and four hundred and sixty-five thousandths feet to the westerly water line of Pier No. 2, and thence northerly along said water line twenty feet to the beginning.

1,989 3-10
square feet.

Containing one thousand nine hundred and eighty-nine and three-tenths square feet of land, of which five hundred square feet is in the west half of the above drive and trackway fifty feet wide.

Terms of grant.

SEC. 2. *And be it further ordained, That the rights, privileges and franchises hereby*

granted are granted subject expressly to the following terms and conditions, that is to say:

First—That the said Standard Oil Company, its successors and assigns, shall enjoy free access by water at all times to the said part of said pier for its steamboats, vessels, barges and other water craft, provided that the said steamboats, vessels, barges and other water craft shall not extend at any one time out from said part of said pier into the water surrounding the same a greater distance than seventy-five feet westerly from said westerly water line; and provided further, that the said right of free access and the use of said part of said pier and waterways shall be subject in every respect to the operation and effect of Section 468 of Article 4 of the Code of Public Local Laws of Maryland, title “City of Baltimore,” and of any supplement thereto or amendments thereof, and of all laws or ordinances relating to the harbor of Baltimore and its appurtenances that have been or may be enacted by authority of the Congress of the United States or of the State of Maryland, or of the Mayor and City Council of Baltimore, and any supplements thereto or amendments thereof, and of all rules and regulations of the Harbor Board or any other duly constituted public authority, and of any supplements thereto or amendments thereof.

Vessels extending.

Second—That the said Standard Oil Company shall, as a condition precedent to this ordinance taking effect, repay to the Mayor and City Council of Baltimore, in addition

Special payments.

to the annual payment hereinafter mentioned, the sums, if any, expended and to be expended by the said Mayor and City Council of Baltimore in adopting said part of Pier No. 2 to the special uses and requirements of the said Standard Oil Company.

Superstructures.

Third—That the said Standard Oil Company, its successors or assigns, may at its election and at its expense erect upon said part of said pier such metal covered or other proper superstructures as may be necessary in the conduct of the business of the said Standard Oil Company, its successors and assigns, and said superstructures may be built upon any of the foundations or bulkheads of the said part of said pier except when otherwise required by the Inspector of Buildings and the Harbor Engineer; and provided further, that all plans for such improvements shall first be submitted to and approved by the Inspector of Buildings and the Harbor Engineer, and that the work to be performed in connection with said improvements shall be subject to the supervision and control of the said Inspector of Buildings and said Harbor Engineer, and the Mayor and City Council of Baltimore hereby covenants and agrees that it will, at the cost of the respective grantees of franchises in said Pier No. 2, proportioned to their several frontages upon said fifty feet drive and trackway, construct or cause to be constructed for the purpose of the business of said respective grantees, along or near the center line of said fifty feet drive and trackway, a single track railroad for the passage of railroad

Supervision of
Inspector of
Buildings and
Harbor Engineer.

cars to and from the respective parts of said pier granted to said respective grantees to Pratt street, said single track railroad to be the property of said Mayor and City Council of Baltimore, when constructed, but to be maintained, kept in repair and renewed when necessary by said respective grantees, at their own cost, proportioned as aforesaid.

Fourth—That the said Standard Oil Company, its successors or assigns, shall pay to the Mayor and City Council of Baltimore annually at the office of the Comptroller, in equal quarterly instalments, on the first days of January, April, July and October of each and every year, commencing from the date when said Pier No. 2 shall have been completed and be ready for occupancy, the sum of seven hundred and sixteen dollars and fifteen (\$716.15) cents, being at the rate of thirty-six cents per square foot for the whole number of square feet included in said part of said pier, during the first ten years of the grant hereby made; provided, however, that upon the expiration of said period of ten years and of every recurring period of ten years there shall be a revaluation of the annual compensation to be paid by the grantee, its successors and assigns, for the succeeding period of ten years of said grant, the said annual compensation, however, never to be revalued at less than said annual sum of seven hundred and sixteen dollars and fifteen (\$716.15) cents, and in the event of a disagreement between the Mayor and City Council of Baltimore and the said grantee, its successors or assigns, as to the amount

Single track
railroad.

Quarterly pay-
ments.

\$716.15.

36c. per square
foot.

Revaluation.

Never less than
\$716.15.

Arbitration.

of said annual compensation so to be paid, the revaluation shall be fixed by two arbitrators, one of whom shall be selected by the said grantee, its successors or assigns, and the other by the Mayor, and in the case of failure of said arbitrators to agree upon said revaluation within thirty days following their appointment, then said arbitrators shall select an umpire, and in case of the failure of the said grantee, its successors or assigns, to select an arbitrator as herein provided, or of the failure of the said arbitrators within thirty days to select an umpire as herein provided, the Mayor shall appoint both such arbitrators and umpire to act in said arbitration, and in case of the failure of the arbitrators and umpire to agree within thirty days after the appointment of the umpire, then the Mayor shall dissolve the said Board of Arbitration and a new board shall be appointed under the same terms and conditions regulating the appointment of the former board, and so on until an agreement is reached, the opinion of the majority of the arbitrators to be final. The revaluation at the end of each recurring period of ten years hereunder is to include the value derived from the franchise or right hereby granted, but not improvements made on said pier by the grantee hereunder, its successors or assigns.

No revaluation
on improve-
ments.

Insurance.

Fifth—That the said Standard Oil Company, its successors or assigns, shall, during the term of this grant, insure and keep insured at its expense in an amount and in an insurance company or companies satisfactory to the Comptroller, all the improve-

ments erected by it on said part of said pier; the proceeds of insurance in case of fire to be used in rebuilding or restoring said improvements, and the policy or policies of insurance to be so framed or indorsed as to secure this application of said proceeds to the satisfaction of the Comptroller; and shall also keep the said part of the said pier, including walls, fender piles and cap logs, in good condition, order and repair ^{Repair.} as when received, and shall also, during the term of this grant, keep the said premises, so far as reasonably necessary, free from all snow and ice that may fall or form on the same, and shall also cart off and remove from the said premises all dirt, ashes, sweepings, rubbish and litter occasioned, created or deposited on the said premises and that it shall not throw or allow to be thrown at any time into the waters from said part of said pier, or from any of its vessels or water craft, any dirt, ashes, sweepings, rubbish or litter, and that it will at the expiration of its occupation of the said part of said pier, yield up the same peaceably to the Mayor and City Council of Baltimore in as good order in all respects as when received, reasonable wear and tear and damage by accidental fire or other unavoidable casualty not attributable to the negligence of the grantee, its successors or assigns excepted, that it shall pave and repave as well as keep in repair such part of said fifty feet drive and trackway as is hereby granted to the said grantee, and all the floorings and pavements on said part of said pier, and shall also make good any damage done to the said pier or bulkheads ^{Return in good order.}

Indemnify
against liabilities.

caused by collision with its vessels, and shall observe and keep all laws and ordinances applicable to the premises and shall be responsible for and indemnify the Mayor and City Council of Baltimore against any liability to any governmental authority or officers, corporations, or private persons for costs, expenses, injury or loss by reason of any nuisance existing on the said part of the said pier or on account of any accident or injury to any persons or property that may occur or originate on said part of said pier and be due to the neglect or default of the said grantee, its successors or assigns, and that it will not assign the grant hereby made without the consent in writing of the members of the Board of Estimates, other than to some person or corporation which may have succeeded to the ownership of the majority, in point of par value of the shares of the capital stock or of the property of the said grantee, and will not subassign any part thereof without said consent in writing; the Mayor and City Council of Baltimore to keep the said waterways adjacent to said pier to a depth of not less than twenty-four feet.

Depth 24 feet.

Municipal control reserved.

SEC. 3. *And be it further ordained*, That the Mayor and City Council of Baltimore hereby expressly reserves the right and duty at all times to exercise in the interest of the public, full municipal superintendence, regulation and control in respect to all matters connected with the grant hereby made, and not inconsistent with the terms hereof, and that the said rights and franchise shall be executed and enjoyed six months after the grant, as provided by Sec-

tion 37 of Article 4 of the Code of Public Local Laws, entitled "City of Baltimore," sub-title "Charter," and the rights and franchise herein granted shall be held, exercised and enjoyed by the said grantee for the period of fifty years, subject to all the terms and conditions mentioned herein, including those relating to revaluation upon the expiration of every recurring period of ten years hereunder during said whole period of fifty years; and that upon the termination of this grant all improvements, superstructures, foundations, etc., erected on said part of Pier No. 2 by the said grantee, its successors or assigns, shall be and become the property of the city and no compensation shall be paid therefor.

SEC. 4. *And be it further ordained*, That upon the failure of the said grantee, its successors or assigns, to comply with any of the terms or conditions of this ordinance, the rights, privileges and franchise hereby granted shall be and become wholly null and void.

SEC. 5. *And be it further ordained*, That this grant shall be subject in so far as they may apply to all the terms, conditions and restrictions imposed by Sections 7 to 12, inclusive, and by Section 37 of Article 4 of the Code of Public Local Laws, entitled "City of Baltimore," sub-title "Charter," as amended by the Act of 1904, Chapter 616, and the Act of 1906, Chapter 152, and by any other supplements thereto or amendments thereof.

Subject to restrictions of City Charter.

SEC. 6. *And be it further ordained*, That the Mayor and City Council of Baltimore

Taxing im-
provements.

hereby reserves the right to value, assess and tax in the usual way any improvements that may be erected on said part of said pier by the grantee hereunder, its successors or assigns, and nothing in this ordinance shall be taken as abridging or impairing in any respect any lawful powers or valuation, assessment or taxation that may now or hereafter be exercisable by the State of Maryland or the Mayor and City Council of Baltimore in relation to any franchise, right or interest that said grantee may acquire hereunder.

Approved May 27, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 331.

An ordinance to repeal and reordain Ordinance No. 117, approved April 23, 1906.

David S. Wingrove, use of
pavement on
William street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to David S. Wingrove to use a portion of the pavement on William street, beginning at the curbing on the west side of William street at a point in a direct line with the building line on Montgomery street and extending west five feet, thence north fifty feet on William street and parallel to the curbing, thence east five feet to the curbing on the west side of William street, thence south fifty feet along the curbing on the west side of William street to the point of beginning; said fifty feet to contain at least three two-foot spaces between the curbing

and pavement on the west side of William street, and the whole space to be used only for the purpose of placing marble, granite and other stone used in the business of said David S. Wingrove, and at no point to exceed four feet six inches in height. ^{Placing of marble, etc.}

SEC. 2. *And be it further ordained*, That the right and duty are hereby expressly reserved to the Mayor and City Council of Baltimore at all times to exercise, in the interest of the public, full municipal superintendence, regulation and control in respect to all matters connected with the privilege hereby granted, and not inconsistent with the terms thereof.

SEC. 3. *And be it further ordained*, That failure upon the part of the said David S. Wingrove at any time to comply with any of the terms of the privilege hereby granted shall operate a forfeiture of the privilege hereby granted and the privilege hereby granted shall be revocable at any time by an order of the Mayor, or by an ordinance of the Mayor and City Council of Baltimore.

SEC. 4. *And be it further ordained*, That the said David S. Wingrove shall pay to the Mayor and City Council of Baltimore the sum of twenty-five dollars for the privilege above granted; the same to be paid before the said privilege be exercised.

Approved June 1, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 332.

An ordinance granting permission to John Deegan to place an electric sign in front of his premises known as No. 802½ West Baltimore street.

John Deegan,
electric sign,
802½ W.
Baltimore
street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to John Deegan, of Baltimore city, to place an electric sign in front of his premises known as 802½ West Baltimore street, said sign to extend eight feet from the building line, to be supported and erected as approved by the Inspector of Buildings and to be at least ten feet above the pavement; said sign to bear the words "Deegan's Cafe."

SEC. 2. *Be it further ordained*, That said sign shall be erected under the supervision of the Inspector of Buildings of Baltimore city and that the privilege hereby granted shall be revocable at any time by an order from the Mayor, or by an ordinance of the Mayor and City Council of Baltimore.

SEC. 3. *Be it further ordained*, That the Mayor and City Council of Baltimore hereby expressly reserves the right in the interest of the public full municipal superintendence, regulation and control in respect to all matters connected with this grant and not inconsistent with the terms thereof.

Ten dollars.

SEC. 4. *Be it further ordained*, That the said John Deegan shall pay to the Mayor and City Council of Baltimore the sum of ten dollars for the privilege granted, the same to be paid before said sign shall be erected.

SEC. 5. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved June 7, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 333.

An ordinance granting permission to M. L. Himmel & Son to place an electric sign in front of their premises known as No. 113 N. Gay street.

SECTION 1. *Be it ordained by the Mayor* M. L. Himmel & Son, electric sign, 113 N. Gay street. *and City Council of Baltimore*, That permission be and the same is hereby granted to M. L. Himmel & Son, of Baltimore city, to place an electric sign in front of their premises known as No. 113 North Gay street, said sign to be thirteen feet long, three feet wide and project thirteen feet from building line and to be eighteen feet above pavement and to be supported and erected as approved by the Inspector of Buildings; said sign to bear the words in incandescent electric letters, "Himmel," and no other words.

SEC. 2. *And be it further ordained*, That said sign shall be erected under the supervision of the Inspector of Buildings of Baltimore city, and that the privilege hereby granted shall be revocable at any time by an order from the Mayor, or by an ordinance of the Mayor and City Council of Baltimore.

Ten dollars.

SEC. 3. *And be it further ordained*, That said M. L. Himmel & Son shall pay to the Mayor and City Council of Baltimore the sum of ten dollars for the privilege hereby granted, the same to be paid before said sign shall be erected.

Approved June 7, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 334.

An ordinance granting permission to the Dime Savings Bank to place an electric sign in front of their premises known as No. 110 W. Lexington street.

Dime Savings
Bank, electric
sign, 110 W.
Lexington
street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to the Dime Savings Bank of Baltimore City to place an electric sign in front of their premises known as No. 110 West Lexington street, said sign to be four feet by seven feet, and to extend from the building line seven feet, and to be supported and erected as approved by the Inspector of Buildings, and to be at least twelve feet above the pavement; said sign to bear the words in incandescent electric letters, "Dime Savings Bank, 3½% interest," and no other words.

SEC. 2. *And be it further ordained*, That said sign shall be erected under the supervision of the Inspector of Buildings of Baltimore city, and that the privilege hereby granted shall be revocable at any time by an order from the Mayor, or by an ordinance of the Mayor and City Council of Baltimore.

SEC. 3. *And be it further ordained, That* ^{Ten dollars.}
 the privilege hereby granted to the Dime Savings Bank shall be granted without charge, in view of the fact that the electric sign shall be erected hereunder is being merely relocated; the original location having been duly authorized by ordinance and the sum of ten dollars paid for said original privilege.

Approved June 7, 1909.

J. BARRY MAHOOL, *Mayor.*

No. 335.

An ordinance to condemn and open Homestead street (formerly Jefferson street), from the southeasternmost side of Tyler street to the northwesternmost side of Harford Turnpike road, in accordance with a plat thereof filed in the office of the Commissioners for Opening Streets, on the eighteenth day of November, 1908, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor* ^{Opening of}
and City Council of Baltimore, That the ^{Homestead st.,}
 Commissioners for Opening Streets be and ^{from Tyler st.}
 they are hereby authorized and directed ^{to Harford}
 to condemn and open Homestead street ^{road.}
 (formerly Jefferson street) with a width
 of fifty feet from the southeasternmost side ^{50 feet wide.}
 of Tyler street to the northwesternmost side
 of the Harford turnpike road, the land hereby
 directed to be condemned for said Homestead
 street (formerly Jefferson street) being
 described as follows:

Beginning for the same at the corner ^{Description of}
 formed by the intersection of the southeast- ^{route.}
 ernmost side of Tyler street and the north-
 easternmost side of Homestead street,

Description of
route.

formerly Jefferson street, produced in a straight line southeasterly. Said Tyler street and said Homestead street being the same as laid down on the plat of "Homestead." Co-ordinates of said point of beginning based upon the system used by the City of Baltimore Topographical Survey, being east 5412.530 feet and north 8763.675 feet, and running thence binding on the said northeasternmost side of Homestead street produced in a straight line southeasterly, south 51 degrees, 08 minutes, 21 seconds; east 1337.20 feet, more or less, to the northwesternmost side of the Harford turnpike road; thence southwesterly binding on said northwesternmost side of said Harford turnpike road 50.00 feet to intersect the line of the southwesternmost side of said Homestead street produced in a straight line southeasterly; thence reversing said line so produced and binding thereon north 51 degrees, 08 minutes, 21 seconds; west 1337.64 feet, more or less, to the said southeasternmost side of Tyler street; thence binding on said southeasternmost side of Tyler street north 38 degrees, 51 minutes, 39 seconds; east 50.00 feet to the place of beginning.

Being the same as Jefferson street, now Homestead street, as laid down on the City of Baltimore Topographical Survey General Plan of Streets for the Annex, adopted by Ordinance No. 129, approved December 3, 1898, and the courses given are referred to the true meridian of the City of Baltimore Topographical Survey, the said street as directed to be condemned being delineated and particularly shown on a plat

which was filed in the office of the Commissioners for Opening Streets on the eighteenth day of November, in the year 1908, and is now on file in the said office.

SEC. 2. *And be it further ordained, That* Condemnation.
the proceedings for said Commissioners for Opening Streets, with reference to the condemnation and opening of said Homestead street (formerly Jefferson street) and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore city), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved June 10, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 336.

An ordinance to condemn and open Homestead street (formerly Jefferson street), from the eastern side of Greenmount avenue (formerly York road) to the northwesternmost side of Tinges lane, in accordance with a plat thereof filed in the office of the Commissioners for Opening Streets, on the eighteenth day of November, 1908, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That the*

Opening of Homestead street, from Greenmount avenue to Tinges lane. Commissioners for Opening Streets be and they are hereby authorized and directed to condemn and open Homestead street (formerly Jefferson street) with an uneven width from the eastern side of Greenmount avenue to the northwesternmost side of Tinges lane, the land hereby directed to be condemned for said Homestead street (formerly Jefferson street) being described as follows:

Uneven width.

Description of route.

Beginning for the same at the corner formed by the intersection of the easternmost side of Greenmount avenue (formerly York road) and the northernmost side of Homestead street (formerly Jefferson street), which point of beginning is distant 228.47 feet southerly from the corner formed by the intersection of the said easternmost side of Greenmount avenue and the southernmost side of Gorsuch avenue. Co-ordinates of said point of beginning based upon the system used by the City of Baltimore Topographical Survey being east 1801.639 feet, and north 10836.476 feet; and running thence binding on the northernmost side of said Homestead street north 87 degrees 04 minutes 21 seconds, east 201.10 feet to intersect the line of the northeasternmost side of Jefferson street, now Homestead street, as laid down on the plat of Western Homestead, produced northwesterly; thence reversing said line so produced and binding thereon south 63 degrees 27 minutes 10 seconds east 100.0 feet, more or less, to the northwesternmost side of Tinges lane; thence southwesterly binding on the said northwesternmost side of Tinges lane 50 feet, more or less, to intersect the line of the southwesternmost side of said Jefferson

street, produced northwesterly; thence binding on said line so produced north 63 degrees 27 minutes 10 seconds west 42.5 feet, more or less, to intersect a line drawn parallel to and distant 66.0 feet southerly at right angles from the first line of this description; thence reversing said line so drawn and binding thereon south 87 degrees 04 minutes 21 seconds west 219.24 feet to the said easternmost side of Greenmount avenue; thence binding on the said easternmost side of Greenmount avenue north 0 degrees 20 minutes 02 seconds west 66.07 feet to the place of beginning.

Description of
route.

All of the streets and avenues mentioned in the above description are the same as laid down on the City of Baltimore Topographical Survey General Plan of Streets for the Annex, adopted by Ordinance No. 129, approved December 3, 1898. And the courses in the description are referred to the true meridian of the City of Baltimore Topographical Survey, the said street as directed to be condemned being delineated and particularly shown on a plat which was filed in the office of the Commissioners for Opening Streets on the eighteenth day of November in the year 1908 and is now on file in the said office.

SEC. 2. *And be it further ordained, That* Condemnation.
the proceedings for said Commissioners for Opening Streets, with reference to the condemnation and opening of said Homestead street (formerly Jefferson street) and the proceedings and rights of all parties interested or affected thereby shall be regulated

by and be in accordance with all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore city) as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved June 10, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 337.

An ordinance to provide for the regrading and repaving of Lovegrove alley, from the south side of Mt. Royal avenue to the north side of Preston street, and recurring the same where necessary.

Lovegrove alley,
repaving, from
Mt. Royal
avenue to Pres-
ton street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That the City Engineer be and he is hereby authorized and directed to have all that part of Lovegrove alley, from the south side of Mount Royal avenue to the north side of Preston street, regraded where necessary, and repaved with vitrified brick and to curb or recurb the same, where necessary, with six-inch granite, gneiss, armored concrete, or other curb approved by the City Engineer; all of the said work shall be done in*

accordance with specifications to be prepared by the City Engineer, who shall advertise for proposals for doing the entire work.

SEC. 2. *And be it further ordained, That* ^{\$2,500 appropriated.} the whole cost of regrading, repaving and recurbing of Lovegrove alley, mentioned in the first section of this ordinance, shall be borne and paid by the Mayor and City Council of Baltimore; and that the sum of twenty-five hundred (\$2,500) dollars, or so much thereof as may be necessary, be and the same is hereby appropriated to defray the cost of the same; said sum to be appropriated in the Ordinance of Estimates for the year 1910, and to be paid by the City Register on the warrant of the Comptroller of the city to the above-named purpose, upon the order of the City Engineer, as provided in Section 6 of this ordinance.

SEC. 3. *And be it further ordained, That* ^{Lowest bidder.} the contract for doing the said regrading, repaving and recurbing shall be awarded to the lowest responsible bidder therefor, after advertising for proposals therefor and opening of bids therefor by the Board of Awards, in accordance with the terms of Sections 14 and 15 of the Acts of the General Assembly of Maryland of 1898, Chapter 123, known as the New Charter.

SEC. 4. *And be it further ordained, That* ^{Old material.} all the old material on said portion of Lovegrove alley mentioned in the first section of this ordinance, which it is necessary to take up, shall be purchased by the contractor at a price to be named by him in his proposal, and the money therefor shall be paid to the

Mayor and City Council of Baltimore, or shall be retained by said contractor and credited by him against the amount due to him for the performance of the work under this ordinance.

Monthly
estimates.

SEC. 5. *And be it further ordained*, That the City Engineer be and he is hereby authorized and directed to make monthly estimates on the completed work on said Lovegrove alley and to draw his order on the City Comptroller for eighty per cent. of each, respectively, of such estimates in favor of said contractor.

SEC. 6. *And be it further ordained*, That when the whole work provided for in this ordinance is finished and accepted by the City Engineer, all sums then remaining unpaid shall be paid to the contractor.

SEC. 7. *And be it further ordained*, That all ordinances and parts of ordinances heretofore passed which are inconsistent with this ordinance, or any of its provisions, be and they are hereby repealed.

Approved June 10, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 338.

An ordinance to change the name of Born alley to the name of Rankin Place.

Born alley,
named Rankin
Place.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the name of Born alley, from the east side of Carey street to the west side of Carrollton

avenue, be and it is hereby changed to the name of Rankin Place.

SEC. 2. *Be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved June 14, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 339.

An ordinance to condemn and open Hilton street (formerly Eleventh street), from the northern side of Piedmont avenue to the southern side of Powhatan avenue, in accordance with the plat thereof, filed in the office of the Commissioners for Opening Streets, on the fifteenth day of February, 1909, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be and they are hereby authorized and directed to condemn and open Hilton street with a width of sixty-six feet from the northern side of Piedmont avenue to the southern side of Powhatan avenue, the lands hereby directed to be condemned for said street being described as follows:

Beginning for the same at the corner formed by the intersection of the northernmost side of Piedmont avenue and the easternmost side of Hilton street (formerly Eleventh street). Said Hilton street being parallel and distant 334.33 feet westerly at right angles from the westernmost side of Ellamont street (formerly Tenth street). Co-ordinates of said point of beginning

Opening of Hilton street, from Powhattan avenue to Piedmont ave.

66 feet wide.

Description of route.

Description
of route.

based upon the system used by the City of Baltimore Topographical Survey, being west 16130.410 feet and north 6893.895 feet; and running thence binding on the easternmost side of said Hilton street north 2 degrees 38 minutes 40 seconds west 406.18 feet to an angle or bend in said street; thence continuing to bind on the easternmost side of said Hilton street north 2 degrees 39 minutes 20 seconds west 927.29 feet to the southwesternmost side of Powhatan avenue; thence binding on the southwesternmost side of Powhatan avenue north 68 degrees 47 minutes 30 seconds west 72.17 feet to the westernmost side of Hilton street; thence binding on the said westernmost side of Hilton street south 2 degrees 39 minutes 20 seconds east 956.49 feet to an angle or bend in said street; thence continuing to bind on the westernmost side of said Hilton street south 2 degrees 38 minutes 40 seconds east 406.18 feet to the said northernmost side of Piedmont avenue; thence binding on the northernmost side of said Piedmont avenue north 87 degrees 20 minutes 40 seconds east 66.0 feet to the place of beginning; the said street as directed to be condemned being delineated and particularly shown on a plat which was filed in the office of the Commissioners for Opening Streets on the fifteenth day of February, 1909, and is now on file in said office.

Condemnation.

SEC. 2. *Be it further ordained*, That the proceedings from said Commissioners for Opening Streets, the reference to the condemnation and opening of said Hilton street and the proceedings and rights of

all parties interested or affected thereby, shall be regulated by and be in accordance with all such provisions of Article 4 of the Public Local Laws of Maryland as enacted by Chapter 123 of the Acts of the General Assembly of Maryland in the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland, which may be applicable thereto; and also in accordance with any and all ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved June 14, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 340.

An ordinance to change the name of Shields alley to the name of Shields Place.

WHEREAS, The street one square long between Biddle street, Greenwillow street, Myrtle and Argyle avenues by recent ordinance has been named Shields alley.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the name of Shields alley, between Biddle street and Greenwillow street, be and the same is hereby changed to the name of Shields Place. <sup>Shields alley,
named Shields
Place.</sup>

SEC. 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved June 14, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 341.

An ordinance authorizing the Enoch Pratt Free Library of Baltimore City to erect a branch library on the triangular piece of ground in Forest Park bounded by the Liberty road, Fairview avenue and Allendale avenue.

Branch Library
at Forest Park.

Ground purchased
by Park Com-
missioners.

WHEREAS, The Mayor and City Council of Baltimore has acquired in pursuance of Ordinance No. 70, approved January 31, 1906, for the use of the Board of Park Commissioners, all that triangular piece of ground in Forest Park bounded by the Liberty road, Fairview and Allendale avenues; and,

WHEREAS, It is desirable that said piece of ground shall be used as a site for the erection of a building for the use of the Enoch Pratt Free Library of Baltimore City; and

WHEREAS, The Board of Park Commissioners is willing that the said land shall be used as aforesaid.

Control trans-
ferred to
Enoch Pratt
Free Library.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the control of all that triangular piece of ground in Forest Park bounded by Liberty road, Fairview avenue and Allendale avenue be transferred from the Board of Park Commissioners to the Enoch Pratt Free Library of Baltimore City, and that the said library is hereby authorized to erect a building to be used as a branch library of the said Enoch Pratt Free Library of Baltimore City upon the aforesaid piece of ground.

Approved June 14, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 342.

An ordinance authorizing and directing the sale in fee simple of a lot of ground situate in the City of Baltimore, in that portion of the same known as the Annex, situate about 450 feet west of the Harford road and about 390 feet east of the Hillen road, being the southern portion of a tract of land purchased by the Mayor and City Council from W. Frank Tucker, trustee of the estate of William Daniel.

WHEREAS, The Mayor and City Council, by deed from W. Frank Tucker, trustee, dated the twenty-ninth day of January, 1901, is the owner of a lot of ground, a portion of which is described as follows:

Sale of ground
at Harford and
Hillen roads.

Beginning for the same at the beginning of the north 75 degrees west 49 7-10 perch line mentioned in a deed from L. B. Keene Clagett, agent, to Theodore Cooke, dated December 6, 1899, and recorded in Liber R. O. No. 1825, folio 148, etc., one of the land records of Baltimore city; thence northwesterly, binding on said line 405 feet; thence easterly 413 feet to a point in the south 16½ degrees west 153 foot line mentioned in said deed, distant 80 feet northeast from the end of said line, being the place of beginning; thence binding on said line south 16½ degrees west 80 feet to the place of beginning.

Being a portion of a lot of ground described in a deed dated January 29, 1901, and recorded in Liber R. O. No. 1885, folio 337, etc., one of the land records of Baltimore city, from W. Frank Tucker, trustee, to the Mayor and City Council; and

WHEREAS, The said lot of land is so situate that it is no longer needed for public

uses and it is believed that it will be advantageous to sell same.

Public auction.

SECTION 1. *Now therefore, be it ordained by the Mayor and City Council of Baltimore City,* That the Comptroller of the said City of Baltimore and the Commissioners of Finance, acting jointly on behalf of the Mayor and City Council of Baltimore, be and they are hereby authorized and directed, if same shall be approved by the said Commissioners of Finance, to sell at public auction, in fee simple, the lot of ground hereinbefore described or mentioned; said sale to be made after giving notice thereof by advertising in two or more of the daily newspapers published in the City of Baltimore in the discretion of the said Comptroller, said advertisement to be published at least once a week for three successive weeks and notice being thereby given of the time when and the place where the aforesaid sale shall take place and of the terms of sale, which shall be fixed by the Comptroller.

SEC. 2. *And be it further ordained,* That after a sale shall have been made in accordance with the provision of this order, a deed shall be signed by the Mayor and the corporate seal of the City of Baltimore shall be affixed thereto by the City Register and said deed shall be acknowledged on behalf of the Mayor and City Council by the Comptroller; and a deed so executed and approved by the City Solicitor shall, after the approval of the Commissioners of Finance, in accordance with the provisions

of Section 13, of the the New Charter, be good and effectual to convey title to the aforesaid property in fee simple.

Approved June 16, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 343.

An ordinance to change the name of Allendale avenue to Callaway avenue, between Garrison avenue and Liberty Heights avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the name of Allendale avenue, between Garrison avenue and Liberty Heights avenue, be and the same is hereby changed to Callaway avenue. Allendale avenue, named Callo-way avenue.

SEC. 2. *Be it further ordained*, That this ordinance take effect from the date of its passage.

Approved June 21, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 344.

An ordinance accepting the dedication of Duncan alley, from Monument street to Eager street.

WHEREAS, Duncan alley, between Monument street and Eager street, has, for a number of years, been open as a highway, and has been dedicated as such to public use.

Duncan alley,
accepting deed.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the dedication of Duncan alley, between Monument street and Eager street, be and the same is hereby accepted and the above-mentioned part of Duncan alley is declared to be a public highway.

Approved June 21, 1909.

J. BARRY MAHOOL, *Mayor.*

No. 345.

An ordinance to provide for the regrading and repaving of Stag alley, from the north side of Marion street to the south side of Lexington street, and recurbng the same where necessary.

Repaving of
Stag alley,
from Marion to
Lexington
streets.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the City Engineer be and he is hereby authorized and directed to have all that part of Stag alley, from the north side of Marion street, to the south side of Lexington street, regraded, where necessary, and repaved with vitrified block on six-inch concrete base, with tar filler and to curb or recurb the same, where necessary, with six-inch granite, gneiss, armored concrete, or other curb, approved by the City Engineer; all of the said work shall be done in accordance with specifications to be prepared by the City Engineer, who shall advertise for proposals for doing the entire work.

\$700 appropriated.

SEC. 2. *And be it further ordained,* That the whole cost of regrading, repaving and recurbng of the portion of Stag alley, mentioned in the first section of this ordinance,

shall be borne and paid by the Mayor and City Council of Baltimore; and that the sum of seven hundred (\$700) dollars, or so much thereof as may be necessary, be and the same is hereby appropriated to defray the cost of the same, said sum to be appropriated in the Ordinance of Estimates for the year 1910, and to be paid by the City Register on the warrant of the Comptroller of the city to the above-named purpose, upon the order of the City Engineer, as provided in Section 6 of this ordinance.

SEC. 3. *And be it further ordained, That* Lowest bidder. the contract for doing the said regrading, repaving and recurbing shall be awarded to the lowest responsible bidder therefor, after advertising for proposals therefor and opening of bids therefor by the Board of Awards, in accordance with the terms of Sections 14 and 15 of the Acts of the General Assembly of Maryland of 1898, Chapter 123, known as the New Charter.

SEC. 4. *And be it further ordained, That* To be purchased purchased by the contractor. all the old material on said portion of Stag alley, mentioned in the first section of this ordinance, which it is necessary to take up, shall be purchased by the contractor at a price to be named by him in his proposal, and the money therefor shall be paid to the Mayor and City Council of Baltimore, or shall be retained by said contractor and credited by him against the amount due to him for the performance of the work under this ordinance.

SEC. 5. *And be it further ordained, That* To make monthly estimates. the City Engineer be and he is hereby authorized and directed to make monthly estimates on the completed work on said Stag

alley and to draw his order on the City Comptroller for eighty per cent. of each, respectively, for such estimates in favor of said contractor.

To be paid to
the contractor.

SEC. 6. *And be it further ordained*, That when the whole work provided for in this ordinance is finished and accepted by the City Engineer, all sums then remaining unpaid shall be paid to the contractor.

SEC. 7. *And be it further ordained*, That all ordinances and parts of ordinances heretofore passed, which are inconsistent with this ordinance or any of its provisions, be and they are hereby repealed.

Approved June 21, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 346.

An ordinance to repeal Paragraph 1 of Section 43 of Ordinance 155, approved June 19, 1908, title "Building Regulations," sub-title "Theatres," and to reordain the same with amendments.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That Paragraph 1 of Section 43 of Ordinance No. 155, approved June 19, 1908, title "Building Regulations," sub-title "Theatres," be and the same is hereby repealed and re-ordained with amendments so as to read as follows:

THEATRES.

SECTION 43.

PAR. 1. Every theatre or opera house and every other building used for theatrical

Building of
theatres.

or operative purposes or public entertainments of any kind, hereafter erected, shall conform to the requirements of Section 43 of this article.

Approved June 23, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 347.

An ordinance granting a sum of money to Catherine Friemann, widow of Chas. Freimann.

SECTION 1. *Be it ordained by the Mayor* Catherine Frei-
and City Council of Baltimore, That the mann.
sum of four hundred and fifty (\$450) dollars be and the same is hereby appropriated to Catherine Freimann, widow of Charles Freimann, a deceased fireman of the Baltimore City Fire Department, who lost his life at the Register fire on January 24, 1908, for the support of the said Catherine Freimann and her three children and the said appropriation of four hundred and fifty Pension of \$450
(\$450) dollars be taken out of the levy of for 1910.
1910.

SEC. 2. *Be it further ordained,* That this ordinance take effect from the date of its passage.

Approved June 28, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 348.

An ordinance granting a sum of money to Lottie C. Curry, widow of Howard E. Curry, a deceased fireman of the Baltimore City Fire Department.

Lottie C. Curry.

WHEREAS, The General Assembly of Maryland at its session of 1906, Chapter 183, approved March 27, 1906, passed an enabling act conferring upon the Mayor and City Council of Baltimore the power and authority to pay to Lottie C. Curry, widow of Howard E. Curry, a deceased fireman of the Baltimore City Fire Department, the sum of three hundred (\$300) dollars annually; and

WHEREAS, The late Howard E. Curry, while in the discharge of his duties, sustained serious injuries which ultimately produced his death; and

WHEREAS, The said Howard E. Curry died without having an income or means of support for his widow; therefore

Pension of \$300
annually.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the sum of three hundred (\$300) dollars be and the same is hereby appropriated to Lottie C. Curry, widow of the late Howard E. Curry, the said three hundred (\$300) dollars to be provided for in the Ordinance of Estimates for the year 1910.

SEC. 2. *Be it further ordained*, That the said sum of three hundred (\$300) dollars shall be construed as a pension to said Lottie C. Curry for the year 1910.

Approved June 28, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 349.

An ordinance to condemn and open all that portion of Friendsbury Place lying between the north side of Presstman street and the south side of the Windsor Mill road, in accordance with a plat thereof filed in the office of the Commissioners for Opening Streets, on the third day of February, 1909, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be and they are hereby authorized and directed to condemn and open all that portion of Friendsbury Place, lying between the north side of Presstman street, and the south side of the Windsor Mill road, the portion of said Friendsbury Place to be condemned and opened, being described as follows:

Opening of
Friendsbury
Place, from
Presstman
street to Wind-
sor Mill road.

Beginning for the same on the line of the north side of Presstman street, as located on Poppleton's plat of Baltimore city, at the distance of 173 feet, more or less, westerly from the west side of Fulton avenue and running thence westerly, binding on the north side of Presstman street 66 feet; thence northerly parallel to Fulton avenue, 50.47 feet to the southwest side of the Windsor Mill road; thence southeasterly binding on the southwest side of said road 66.37 feet; thence southerly parallel to Fulton avenue 43.65 feet to the place of beginning.

Description.

The said portion of Friendsbury Place, as directed to be condemned and opened, being delineated and particularly shown on a plat which was filed in the office of the Commissioners for Opening Streets, on the third day of February, 1909, and is now on file in the said office.

Condemnation.

SEC. 2. *And be it further ordained*, That the proceedings for said Commissioners for Opening Streets, with reference to the condemnation and opening of said portion of said Friendsbury Place and the proceedings and rights of all parties interested or affected thereby, shall be regulated by and be in accordance with all such provision of Article 4, of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved July 6, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 350.

An ordinance providing for the changing the name of Valley street, north of North avenue, to Cecil avenue.

Valley street,
named Cecil
avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the name of Valley street, north of North avenue, be changed to and be known as Cecil avenue.

SEC. 2. *Be it further ordained*, That this ordinance take effect from the date of its passage.

Approved July 6, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 351.

An ordinance to appoint John J. Heise, a constable for the Sixth Ward.

Be it ordained by the Mayor and City Council of Baltimore, That John J. Heise be and he is hereby appointed a constable for the Sixth Ward, in place of Charles E. Nixon, who failed to qualify.

John E. Heise,
Constable,
Sixth Ward.

Approved July 6, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 352.

An ordinance to provide for the grading, paving and curbing, at the expense of abutting property owners, of all that portion of Port street, from the north side of Lafayette avenue to the south side of North avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the City Engineer be and he is hereby authorized and directed to have all that part of Port street, from the north side of Lafayette avenue to the south side of North avenue, graded and paved with vitrified brick and curbed or recurbed, where necessary, with six-inch granite, gneiss, armored concrete, or other curb approved by the City Engineer; all of said work shall be done in accordance with specifications to be prepared by the City Engineer, who shall advertise for proposals for doing the entire work.

Paving of Port
street, from
Lafayette to
North avenues.
Vitrified brick.

SEC. 2. *And be it further ordained,* That the whole cost of the said grading, paving and curbing of the portion of Port street

Expense of prop-
erty owners.

mentioned in the first section of this ordinance (not including, however, any portion of the cross streets) shall be assessed upon the property fronting upon the said portion of the street; and the portion of the cost payable in respect of the said cross streets shall be paid by the Mayor and City Council of Baltimore out of the appropriation for cross streets in the Ordinance of Estimates for the year 1910, and all the proceedings for, or connected with the grading, paving and curbing of said portion of said street and for and with the assessment, payment and collection of the cost thereof, shall be those set forth in Sections 61B, 61C, 61D, 61E, 61F, 61G, 61H, 61I, 61J and 61K of Article 48 of the Baltimore City Code, as ordained by Ordinance No. 33, approved March 14, 1893, and by Ordinance No. 50, approved March 24, 1893; except that the advertisement for proposals and the opening of the bids and awarding of the contracts for the said work shall be in accordance with Sections 14 and 15 of the Acts of the General Assembly of Maryland of 1898, Chapter 123, and known as the New Charter, instead of in accordance with said Section 61B, of Article 48, of the Baltimore City Code.

Old material.

SEC. 3. *And be it further ordained*, That all the old material on said portion of Port street, mentioned in the first section of this ordinance, which it is necessary to take up, shall be purchased by the contractor at a price to be named by him in his proposal, and the money so to be paid by him for the material in that portion of the street

not embraced in the cross streets, shall be divided among, and credited to, the owners of the property fronting on the portion or portions of said street from which said old material was taken up or removed as aforesaid, in proportion to the respective values of the different portions of such old material so taken up or removed as aforesaid, in front of or opposite to their respective lots, so fronting on such portion of said street, and the money paid for the material in the cross streets shall be credited to the Mayor and City Council of Baltimore.

SEC. 4. *And be it further ordained, That* ^{To make monthly estimates.} the City Engineer be and he is hereby authorized and directed to make monthly estimates on the completed work on said Port street, and to draw his order on the City Comptroller for eighty per cent. of each, respectively, of such estimates in favor of said contractor.

SEC. 5. *And be it further ordained, That* when the whole work provided for in this ordinance is finished and accepted by the City Engineer all sums then remaining unpaid shall be paid to the contractor.

SEC. 6. *And be it further ordained, That* ^{Repeal of previous ordinances.} all ordinances and parts of ordinances heretofore passed, which are inconsistent with this ordinance or any of its provisions, be and they are hereby repealed.

Approved July 6, 1909.

J. BARRY MAHOOL, *Mayor.*

No. 353.

An ordinance to release the United Railways and Electric Company of Baltimore from the obligation to maintain certain bonds of indemnity running to the Mayor and City Council of Baltimore imposed respectively by Ordinance No. 36, approved April 20, 1895, authorizing the Edmondson avenue, Catonsville and Ellicott City Electric Railway Company and the Baltimore Traction Company to construct railway tracks on certain streets named in said ordinance, and by Ordinance No. 105, approved June 11, 1896, authorizing the Falls Road Electric Railway Company to construct railway tracks on certain streets named in said ordinance, and by Resolution No. 68, approved May 27, 1898, extending the time within which the Columbia and Maryland Railway, its successors or assigns, should be required to complete the laying of its tracks and to operate the same within the City of Baltimore.

United Railways
and Electric
Co., released
from maintain-
ing certain in-
demnity bonds.

WHEREAS, By ordinance No. 36, approved April 20, 1895, the Edmondson Avenue, Catonsville and Ellicott City Electric Railway Company, and the Baltimore Traction Company, their successors or assigns, were jointly authorized to lay down and construct double railway tracks on Edmondson avenue and other streets described in said ordinance; and by Section 8 of said ordinance the said Edmondson Avenue, Catonsville and Ellicott City Electric Railway Company was required to give a bond in the penalty of ten thousand (\$10,000) dollars conditioned upon the faithful performance of the terms and conditions relating to the construction and operation of its road, set out in said ordinance; and

WHEREAS, By Ordinance No. 105, approved June 11, 1896, the Falls Road Electric Railway Company, its successors or

assigns, was authorized to construct its railway tracks on certain streets mentioned in said ordinance, and by Section 7 of said ordinance the said railway company was required to file with the City Comptroller a bond to the Mayor and City Council of Baltimore to be approved by the Mayor in the sum of ten thousand (\$10,000) dollars as security for the faithful performance of the obligations and liabilities contained in said ordinance; and

United Railways
and Electric
Co., released
from maintain-
ing certain in-
demnity bonds.

WHEREAS, By Resolution No. 68, approved May 27, 1898, the time in which the Columbia and Maryland Railway could complete the construction of its tracks and put in operation its railway in the City of Baltimore under the provisions of an ordinance of the Mayor and City Council of Baltimore, approved April 20, 1895, was extended, and in said resolution it was provided that before the work of completing the said railway lines should be begun, the said Columbia and Maryland Railway should give to the Mayor and City Council of Baltimore a bond in the penalty of twenty-five thousand (\$25,000) dollars for the purpose of holding harmless the Mayor and City Council of Baltimore from all damages that might be recovered against the said Mayor and City Council of Baltimore by reason of the operation of the said railway line to be constructed; and after the passage of said resolution, all the right, title and interest in said railway lines and franchises in the City of Baltimore, owned by the said Columbia and Maryland Railway Company,

United Railways
and Electric
Co., released
from maintain-
ing certain in-
demnity bonds.

became vested in the Maryland Traction Company, which said company gave the said bond to the Mayor and City Council of Baltimore; and

WHEREAS, By consolidation, all the right, title, interest and franchises of the Edmondson Avenue, Catonsville and Ellicott City Railway Company, the Falls Road Railway Company and the Maryland Traction Company have become vested in the United Railways and Electric Company of Baltimore, and the railway tracks and franchises referred to in the said ordinances, and the resolution above set out were properly constructed and have been in operation for many years as a portion of the railway system of the United Railways and Electric Company of Baltimore; and it is therefore proper that the obligation of the said United Railways and Electric Company of Baltimore, as the successor by consolidation of the said Edmondson Avenue, Catonsville and Ellicott City Railway Company, the Falls Road Railway Company and the Maryland Traction Company, to maintain said bonds should cease.

SECTION 1. *Now, therefore, be it ordained by the Mayor and City Council of Baltimore,* That the United Railways and Electric Company of Baltimore as the successor by consolidation of the Edmondson Avenue, Catonsville and Ellicott City Railway Company, the Falls Road Railway Company, the Columbia and Maryland Railway Company and the Maryland Traction Company be and it is hereby released and relieved of the obligation to maintain the said bonds

to the Mayor and City Council of Baltimore provided for in the two ordinances and the resolution referred to in the preamble of this ordinance.

SEC. 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved July 7, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 354.

An ordinance authorizing the Mayor to accept from the owner or owners thereof a deed or deeds for the bed of a portion of Gertrude street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Mayor of the City of Baltimore be and he is hereby authorized and directed to accept from the owner or owners thereof, a deed or deeds of conveyance in fee simple to the Mayor and City Council of Baltimore, of the bed of Gertrude street from the north side of Pressbury street to the south side of Westwood avenue, as shown on the plat attached to this ordinance, said Gertrude street having a width throughout of fifty feet, and a length of two hundred and seventy-three feet five and three-quarter inches from the north side of Pressbury street to the south side of Westwood avenue. Said Gertrude street is located at Walbrook in the annex portion of Baltimore city, and begins on the north side of Pressbury street at a distance of 150 feet westerly from the west side of Sixth street, and runs

Accepting deed for Gertrude street, from Pressbury street to Westwood avenue.

thence northerly with an even width of 50 feet throughout, and parallel to Sixth street, a distance of 273 feet $5\frac{3}{4}$ inches to the south side of Westwood avenue. Said Press-bury street, Sixth street and Westwood avenue above referred to are the streets laid out on the plan of the streets in the annex of Baltimore city, said plan being now in the custody of the Topographical Survey Commission of Baltimore city, and the courses shown on the attached plat are referred to the true meridian as established by said Topographical Survey Commission of Baltimore city.

Provided, however, that no deed shall be accepted in accordance with any of the foregoing provisions of this ordinance, until the same has been approved by the City Solicitor.

Approved July 10, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 355.

An ordinance to change the name of Bradley street to the name of Bennett Place.

Bradley street,
named Bennett
Place.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the name of Bradley street, from the east side of Fremont avenue to the west side of Arlington avenue, be and the same is hereby changed to the name of Bennett Place.

SEC. 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved July 10, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 356.

An ordinance to alter and amend with the approval of the Topographical Survey Commission that part of the general plan of streets adopted by Ordinance No. 129, approved December 3, 1898, for the territory annexed to the City of Baltimore by the Act of 1888, Chapter 98, which relates to that section of said territory bounded by the western boundary of Baltimore city, the northern boundary of Baltimore city, the Reisterstown Turnpike road and Liberty Heights avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That with the approval of the Topographical Survey Commission, that part of the general plan of streets adopted by Ordinance No. 129, approved December 3, 1898, for the territory annexed to the City of Baltimore by the Act of 1888, Chapter 98, which relates to that section of the aforesaid territory bounded by the western boundary of Baltimore city, the northern boundary of Baltimore city, the Reisterstown turnpike road and Liberty Heights avenue, be and the same is hereby altered and amended by substituting for the above-mentioned portion of the aforesaid general plan of streets, the plan indicated on the plat which is attached to this ordinance as a part thereof; and from after the passage of this ordinance, the said amendment shall have the same validity and effect as though it had been a part of the above-mentioned general plan of streets at the time of its adoption by the ordinance hereinbefore mentioned. Changing of
plan of streets.

SEC. 2. *And be it further ordained by the Mayor and City Council of Baltimore,* That the ordinance shall take effect from the date of its passage.

Approved July 10, 1909.

J. BARRY MAHOOL, *Mayor.*

No. 357.

An ordinance to condemn and close portions of Slingluff avenue, between the north side of North avenue and the south side of Beech avenue, in accordance with a plat thereof filed in the office of the Commissioners for Opening Streets, on the second day of April, 1909, and now on file in said office.

Closing of Slingluff avenue, from North to Beech avenues.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That the Commissioners for Opening Streets be and they are hereby authorized and directed to condemn and close all those portions of Slingluff avenue, between the north side of North avenue and the south side of Beech avenue, which are described as follows:*

Description of route.

Beginning for the first on the north side of North avenue where it is intersected by the east side of Dukeland street (formerly Sixth street), as proposed to be opened under Ordinance No. 286, approved March 25, 1909, and running thence easterly along the north side of North avenue thirty-five and ninety-three hundredths feet to the northeast side of Slingluff avenue; thence northwesterly binding thereon two hundred and forty-five and eighty-six hundredths feet to the east side of said Dukeland street, and thence southerly binding thereon two hundred and forty-three and twenty-three hundredths feet to the beginning.

Beginning for the second thereof on the south side of Walbrook avenue, where it is intersected by the west side of Dukeland street, above mentioned, and running thence westerly along the south side of Walbrook avenue five and ninety-nine hundredths feet to the southwest side of Slingluff

avenue; thence southeasterly binding thereon forty and ninety-eight hundredths feet to the west side of said Dukeland street, and thence northerly binding thereon forty and fifty-four hundredths feet to the beginning.

Description of
route.

Beginning for the third thereof on the north side of Walbrook avenue, where it is intersected by the west side of Dukeland street, above mentioned, and running thence westerly along the north side of Walbrook avenue fifteen and seventy-four hundredths feet to the southwest side of Slingluff avenue; thence northwesterly binding thereon three hundred and twenty-three and sixty-seven hundredths feet to the south side of Clifton avenue; thence easterly binding thereon sixty and sixty-five hundredths feet to the northeast side of Slingluff avenue; thence southeasterly binding thereon sixteen and thirty-six hundredths feet to the west side of Dukeland street, and thence southerly binding thereon three hundred and four and two hundredths feet to the beginning.

Beginning for the fourth thereof on the north side of Clifton avenue, where it is intersected by the northeast side of Slingluff avenue, and running thence westerly along the north side of Clifton avenue sixty and sixty-five hundredths feet to the southwest side of Slingluff avenue; thence northwesterly binding thereon three hundred and twenty-three and fifty-five hundredths feet to the south side of Windsor avenue; thence easterly binding thereon sixty and sixty-five hundredths feet to the northeast side

Description of
route.

of Slingluff avenue, and thence southeasterly binding thereon three hundred and twenty-three and fifty-five hundredths feet to the beginning.

Beginning for the fifth thereof on the north side of Windsor avenue, where it is intersected by the northeast side of Slingluff avenue, and running thence westerly along the north side of Windsor avenue sixty and sixty-five hundredths feet to the southwest side of Slingluff avenue; thence northwesterly binding thereon three hundred and twenty-three and fifty-nine hundredths feet to the south side of Elgin avenue; thence easterly binding thereon sixty and sixty-five hundredths feet to the northeast side of Slingluff avenue; and thence southeasterly binding thereon three hundred and twenty-three and fifty-nine hundredths feet to the beginning.

Beginning for the sixth thereof on the north side of Elgin avenue, where it is intersected by the northeast side of Slingluff avenue, and running thence westerly along the north side of Elgin avenue sixty and sixty-five hundredths feet to the southwest side of Slingluff avenue; thence northwesterly binding thereon three hundred and twenty-two and ninety-one hundredths feet to the south side of Beech avenue sixty-six feet wide; thence easterly binding thereon sixty and sixty-five hundredths feet to the northeast side of Slingluff avenue, and thence southeasterly binding thereon three hundred and twenty-two and ninety-one hundredths feet to the beginning.

The parts of Slingluff avenue to be condemned and closed as aforesaid being delineated and particularly shown on a plat which was filed in the office of the Commissioners for Opening Streets on the second day of April in the year 1909, and is now on file in the said office.

SEC. 2. *And be it further ordained, That* Condemnation.
the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and closing of said portions of Slingluff avenue, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore city), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto, and also in accordance with any and all ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved July 13, 1909.

J. BARRY MAHOOL, *Mayor.*

No. 358.

An ordinance to repeal Ordinance No. 242 of the Mayor and City Council of Baltimore, approved January 20, 1909, providing for "The condemnation and opening of Glover street, forty feet wide, from the north side of Monument street to the south side of Madison

street, in accordance with a plat thereof filed in the office of the Commissioners for Opening Streets on the fourteenth day of April, 1908, and now on file in said office."

Repealing ordinance for opening of Glover street, from Monument to Madison streets.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That Ordinance No. 242 of the Mayor and City Council of Baltimore, approved January 20, 1909, and providing for the condemning and opening of Glover street, forty feet wide, from the north side of Monument street to the south side of Madison street, in accordance with a plat thereof filed in the office of the Commissioners for Opening Streets on the fourteenth day of April, 1908, and now on file in said office, be and the same is hereby repealed.

SEC. 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved July 13, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 359.

An ordinance appointing Nicholas H. S. Love a constable for the Twenty-first Ward of Baltimore city.

N. H. S. Love,
Constable,
Twenty-first
Ward.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That Nicholas H. S. Love be and he is hereby appointed a Constable for the Twenty-first Ward of Baltimore city.

Approved July 13, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 360.

An ordinance to add ten additional sections to Article 28 of the Baltimore City Code of 1893, title "Inspections, Weights and Measures," the same to follow immediately after Section 19 of said article, to be known respectively as Sections 19A, 19B, 19C, 19D, 19E, 19F, 19G, 19H, 19I, 19J and 19K, to provide for the inspection and testing of electric meters, and to be sub-headed "Electric Meters."

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That ten additional sections be and the same hereby are added to Article 28 of the Baltimore City Code, title "Inspections, Weights and Measures," the same to follow immediately after Section 19 of said article, to be known respectively as Sections 19A, 19B, 19C, 19D, 19E, 19F, 19G, 19H, 19I, 19J and 19K, and to read as follows:

19A. It shall be the duty of the Superintendent of Lamps and Lighting to inspect, examine, test, prove and ascertain in the manner hereinafter specified, the accuracy of the registration of any and all electric meters used or intended to be used for measuring or determining the quantity of electric energy consumed by any person or persons, firm or corporation, in the City of Baltimore; and when such meters are proved to be or are made correct within the meaning of this ordinance, to stamp or mark all such meters and each one of them with some appropriate, distinct and intelligible device. The said Superintendent shall enter in a book prepared for that purpose, the date of testing, number, size, name of manufacturer, and registration of any meter proved and marked or stamped, and

Inspection of
electric meters.

Examination and
testing at con-
sumer's request.

shall make a full report thereof annually to the Mayor and City Council of Baltimore.

19B. The Superintendent of Lamps and Lighting is authorized to purchase for the use of the city such apparatus as will be required by him to carry out the provisions of this ordinance.

The paying of
cost.

19C. The Superintendent of Lamps and Lighting shall test the electric meter or meters used for the measurement and sale of electric energy to any consumer, at the consumer's request, upon the premises of the consumer, and in his presence if he so desires, upon the payment in advance to the said Superintendent of the sum of one dollar for each and every meter to be tested, to cover the cost of such test; and if any meter on being so tested shall be found to register inaccurately to the extent of four per cent. (4%) or more, to the detriment of the consumer, the said fee shall be returned to the consumer and a like amount shall be paid to the Superintendent of Lamps and Lighting by the company, person or persons owning the meter, or furnishing the electricity, as remuneration for the testing of such meters.

Readjusting.

19D. If it shall be found, upon any such test, that such meter is registering electricity inaccurately to the extent of four (4%) per cent. or more, then the Superintendent of Lamps and Lighting, or his representative, shall order the company, person or persons owning such meter to readjust and make correct the said meter, or to remove the same and to furnish in lieu

thereof a correct meter, within a reasonable time in the judgment of said Superintendent.

19E. It shall not be lawful for any meter to be installed or put into use in the City of Baltimore for the measurement and sale of electric energy which shall not have been previously tested, and proved to conform to and be correct when compared with a standard meter or meters calibrated or standardized by the Superintendent of Lamps and Lighting, or his representative, at the testing station of said company, person or persons so furnishing electricity, and there marked or stamped by the Superintendent of Lamps and Lighting, or his representative. It shall be the duty of the Superintendent of Lamps and Lighting to have an inspector present at such testing station to ascertain the correctness of said meters and all instruments used in such testing and to mark or stamp the said meters, and for said inspecting, marking and stamping at the said station the said company, person or persons shall pay said Superintendent for the use of the city the sum of ten cents (10c.) for each and every meter so inspected and marked or stamped.

Installation of
electric meters.

19F. Any company, person or persons furnishing electricity, convicted before a justice of the peace of any violation of the provisions of the five preceding sections hereof, shall forfeit and pay the sum of ten (\$10) dollars and a further sum of five (\$5) dollars for each and every day that each meter is allowed to be continued in use

Penalties.

contrary to the provisions of said sections (after a reasonable time in the judgment of said Superintendent) after a notice, ordering its discontinuance has been served upon such company, person or persons by the Superintendent of Lamps and Lighting.

Cleaning and re-
placing.

19G. Any meter used for the measurement and sale of electric energy may be opened for cleaning, inspecting or testing by the company, person or persons owning such meter, upon the consumer's premises, or replaced by a meter tested as provided in Section 19E hereof, whenever and as often as the said company, person or persons may find necessary, and an accurate record thereof shall be kept and shall be accessible at all times to the Superintendent of Lamps and Lighting.

Instruments for
testing meters.

19H. All companies, person, or persons, selling electric energy within the corporate limits of the City of Baltimore, shall submit as specified in Section 19E all instruments used by them in so testing electric meters to the Superintendent of Lamps and Lighting at least once in every week for the purpose of calibration, and the said Superintendent of Lamps and Lighting shall test and certify as to the correctness of all such instruments so submitted, and no such instruments shall be so used without the approval of the said Superintendent. In case of dispute as to the accuracy of the standards of the Superintendent of Lamps and Lighting, a standardization by the National Bureau of Standards in Washington, D. C. shall be taken as correct. Any person or corporation convicted of violat-

ing the provisions of this or of the preceding section hereof shall forfeit and pay a fine of fifty (\$50) dollars for each and every such offense. ^{Fines.}

19I. It shall not be lawful for any person or persons to deface, destroy or duplicate the stamp or mark upon any electric meter or attachment thereto or to open any electric meter used for the measurement and sale of electric energy except as provided in Section 19G. Any person convicted of violating the provisions of this section shall be punishable by a fine of fifty (\$50) dollars for each and every offense. ^{Stamping.} ^{Fines.}

19J. There shall be appointed by the Superintendent of Lamps and Lighting such number of electric meter inspectors as he may consider necessary to properly carry out the provisions of this ordinance.

19K. This ordinance to become effective at such time as the Superintendent of Lamps and Lighting may be in readiness to enforce the provisions of this ordinance, not later than October 1, 1909.

Approved July 13, 1909.

J. BARRY MAHOOL, *Mayor.*

No. 361.

An ordinance to ratify and confirm the sale made on or about September 4, 1896, by T. J. Semmes, agent for the Board of Trustees of the McDonogh Educational Fund and Institute, of Square No. 753, First District of the City of New Orleans, Louisiana, the same being bounded by Banks, Pierce, Palmyra and Scott streets.

WHEREAS, On or about September 4, 1896, the Board of Trustees of the McDonogh

Educational Fund and Institute, through T. J. Semmes, their agent, sold and conveyed certain property in the First District of the City of New Orleans, State of Louisiana, the same being known as Square No. 753, and being bounded by Banks, Pierce, Palmyra and Scott streets, at and for the sum of two thousand four hundred and fifty (\$2,450) dollars, which said sum was duly received by the said Board of Trustees, but it does not appear that any ordinance of the Mayor and City Council of Baltimore was passed authorizing such sale.

McDonogh, Institute, ratification of certain sale.

Be it ordained by the Mayor and City Council of Baltimore, That the said sale made by the Board of Trustees of the McDonogh Educational Fund and Institute, through T. J. Semmes, their agent, of the said property in the First District of the City of New Orleans, in the State of Louisiana, known as Square No. 753, and bounded by Banks, Pierce, Palmyra and Scott streets be and the same hereby is ratified and confirmed and declared to be as valid to all intents and purposes as if specific authority to make the said sale had been granted by ordinance prior thereto.

Approved July 17, 1909.

J. BARRY MAHOOL, *Mayor.*

No. 362.

An ordinance granting permission to the Philadelphia, Baltimore and Washington Railroad Company to tap the main outfall sewer, used as part of the Sewerage System for the City of Baltimore, for the purpose of disposing of house sewerage and drainage from certain buildings of the railroad company situated at Bay View Junction, Maryland.

WHEREAS, The Philadelphia, Baltimore and Washington Railroad Company has gratuitously, and without compensation, granted the Mayor and City Council of Baltimore the right to construct through and under its land, at and near Bay View Junction, Baltimore County, Maryland, the main out-fall sewer used as part of the new sewerage system for the City of Baltimore; and

P. B. & W. R.
R. Co., to tap
outfall sewer at
Bay View
Junction.

WHEREAS, There is erected on said land at Bay View Junction three (3) buildings belonging to said railroad company, known respectively as the foreman's residence, engine crews' house and trainmen's house, and said company is desirous of tapping said main out-fall sewer for the purpose of disposing of the house sewerage and drainage of said buildings, and therefore has applied to the Sewerage Commission of the City of Baltimore for permission to tap said out-fall sewer, which the Commission is willing that said railroad company should do, provided this ordinance is passed.

Be it ordained by the Mayor and City Council of Baltimore, That permission is hereby granted to the said Philadelphia, Baltimore and Washington Railroad Company to tap the main out-fall sewer used as part of the new sewerage system for the City of Baltimore, where it passes through the land of the Philadelphia, Baltimore and Washington Railroad Company at and near Bay View Junction, Baltimore County, Maryland, for the purpose of disposing of

the house sewerage and drainage, as distinguished from storm-water drainage, of the three buildings of said company there situate, known respectively as the foreman's residence, engine crews' house and trainmen's house; provided that all work done in connection with said tapping of said out-fall sewer shall be at the sole cost and expense of the Railroad Company, and shall be, as well as the place or places where the said drain or drains shall be connected up with said out-fall sewer, under the absolute supervision and control of the Chief Engineer of the Sewerage Commission, or such engineer as shall be in charge of said system at the time of said tapping; nor shall any sewer or drain constructed by or under authority of the Railroad Company be connected up with said out-fall sewer until the same has been passed upon and approved by the Chief Engineer of the Sewerage Commission or such engineer as shall be in charge of said system at the time, the requirements and restrictions in such case to be the same as those imposed in similar cases upon property owners in Baltimore city.

Approval of
Chief Engineer.

And be it further ordained by the Mayor and City Council of Baltimore, That the provisions of this ordinance shall take effect from the date of its passage.

Approved July 21, 1909.

J. BARRY MAHOOL, *Mayor.*

No. 363.

An ordinance granting a sum of money to Agnes Lindsay, widow of Lieut. James L. Lindsay.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the sum of four hundred and fifty (\$450) dollars be and the same is hereby appropriated to Agnes Lindsay, widow of Lieutenant James L. Lindsay, a deceased fireman of the Baltimore City Fire Department, who was killed at a fire on December 13, 1892, for the support of the said Agnes Lindsay, and the said appropriation of four hundred and fifty (\$450) dollars be taken from the tax levy of 1910.

Agnes Lindsay,
a pension of
\$450 for 1910.

SEC. 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved July 21, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 364.

An ordinance granting permission and authority to the Merchants and Miners Transportation Company, a corporation, to use the conduits and subway system of the City of Baltimore for the purpose of carrying the wires and cables required in the conduct of its properties.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission and authority be and they are hereby granted to the Merchants and Miners Transportation Company, a corporation established under the laws of Maryland, its successors or assigns, to use the conduits

M. & M. Trans-
portation Co.,
use of subway
system.

and subway system of the City of Baltimore for electric light and power or other electrical services for which said system is intended, as follows:

Rentals.

Between the premises known as 112 and 114 South Gay street and Pier No. 3, and on and along said Pier No. 3 in conduits now owned by the City of Baltimore upon the payment of the rentals on the basis established by the Electrical Commission, and upon compliance with the conditions as to the use of such subways established by the laws of the State, the ordinances of the Mayor and City Council, or the lawful rules and regulations of the Electrical Commission;

No pole right.

And provided further, That nothing in this ordinance shall be construed to confer upon the said grantee the right to erect poles or other apparatus above ground within the City of Baltimore or to use the said conduits and subway system, except for its own private purposes.

SEC. 2. *And be it further ordained*, That the Mayor and City Council of Baltimore hereby expressly reserve the right and duty at all times to exercise, in the interest of the public, full municipal superintendence, regulation and control in respect to all matters connected with the grant hereby made, and not inconsistent with the terms thereof, and also that the franchise hereby granted shall be executed and enjoyed six months after grant, as provided by Section 37 of Article 4 of the Code of Public Local Laws, title "City of Baltimore," sub-title "Charter," and the rights and franchises

herein granted to said grantee shall be held, exercised and enjoyed for the period of fifty years, and that upon the termination of said franchise or right, there shall be a fair valuation of the plant and property, as property, excluding any value derived from the franchise or right which shall be and become the property of the city at its election on paying the said grantee the said valuation; the valuation and revaluation, as the case may be hereinafter provided for, shall be for and at a fair and equitable consideration, and shall be determined upon by two arbitrators, one to be appointed by the Mayor of the City of Baltimore and the other by said grantee, and in case said arbitrators shall be unable to agree among themselves they shall appoint an umpire, and the decision of the majority of said arbitrators shall be final and binding as to the valuation or revaluation aforesaid, provided if said two arbitrators shall, after a reasonable time fail to agree upon an umpire, then the said Mayor shall appoint an umpire, who shall have all the powers given the umpire selected by the arbitrators, as herein provided, and should the said grantee fail to appoint an arbitrator within ten days after a lawful request in that behalf by the said Mayor then the said Mayor shall have the power to appoint the second arbitrator.

SEC. 3. *And be it further ordained*, That non-compliance with any of the terms and conditions of the grant hereby made shall operate a forfeiture of the grant hereby made.

\$5 annually.

SEC. 4. *And be it further ordained as compensation for the franchise hereby granted,* The said grantee, in addition to payment of rental provided for in Section 1, shall pay to the Mayor and City Council of Baltimore, during the continuance of this grant, the sum of five dollars annually.

Approved July, 21, 1909.

J. BARRY MAHOOL, *Mayor.*

No. 365.

An ordinance granting permission to Joseph Tipman to place an electric sign in front of his premises known as Nos. 706, 708, 710 West Baltimore street.

Joseph Tipman,
electric sign,
706-708 W.
Baltimore
street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted Joseph Tipman to construct and place an electric sign with double face effect, in front of his premises known as Nos. 706, 708, 710 West Baltimore street; said sign to be constructed and placed upon the following terms and specifications, that is to say:

(a) That the said sign shall not exceed eight feet in length nor shall it exceed two and one-half feet in height, nor shall it extend more than eight feet beyond the building line.

(b) That the said sign shall display the words "Joe Tipman's Cafe" and no other words, and said words and the surrounding border shall be illuminated by such a scheme of electric lighting as will be approved by the Inspector of Buildings.

(c) That the said sign shall hang not less than ten feet above the sidewalk, and shall be fastened and supported to the aforesaid premises in such a way and by such appliances as may be required by the Inspector of Buildings.

(d) That the general design and the miscellaneous details as to the construction and hanging of said sign shall be under the supervision and subject to the approval of the Inspector of Buildings.

SEC. 2. *And be it further ordained*, That the right and duty are hereby expressly reserved to the Mayor and City Council of Baltimore at all times to exercise, in the interests of the public, full municipal superintendence, regulation and control in respect to all matters connected with the grant herein contained and not inconsistent with the terms thereof.

SEC. 3. *And be it further ordained*, That ^{Ten dollars.} the said Joseph Tipman shall pay to the Mayor and City Council of Baltimore the sum of ten dollars for the privilege above granted; the said sum to be paid before the said sign is erected.

SEC. 4. *And be it further ordained*, That the privilege hereby granted shall be revocable at any time by an order from the Mayor, or by an ordinance of the Mayor and City Council of Baltimore.

Approved July 21, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 366.

An ordinance appointing Edwin Langeluettig a constable of the Sixteenth Ward of Baltimore city.

Edwin W. Langeluettig,
Constable, Sixteenth Ward.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That* Edwin W. Langeluettig be and he is hereby appointed a Constable for the Sixteenth Ward of Baltimore city.

Approved July 21, 1909.

J. BARRY MAHOOL, *Mayor.*

No. 367.

An ordinance granting permission to S. Katzenberg to place an electric sign in front of his premises known as No. 220 North Eutaw street.

S. Katzenberg,
electric sign,
220 N. Eutaw
street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That* permission be and the same is hereby granted to S. Katzenberg, of Baltimore city, to place an electric sign in front of his premises known as No. 220 North Eutaw street, said sign to be ten feet long and eighteen inches high and to extend ten feet from the building line, and to be supported and erected as approved by the Inspector of Buildings, and to be at least ten feet above the pavement, said sign to bear the words, "Katzenberg's," with incandescent lamps across top of sign, and no other words.

SEC. 2. *And be it further ordained, That* said sign shall be erected under the supervision of the Inspector of Buildings of Baltimore city, and that the privilege hereby granted shall be revocable at any time by

an order from the Mayor or by an ordinance of the Mayor and City Council of Baltimore.

SEC. 3. *And be it further ordained*, That the Mayor and City Council of Baltimore hereby expressly reserves the right, in the interest of the public, full municipal superintendence, regulation and control in respect to all matters connected with this grant and not inconsistent with the terms thereof.

SEC. 4. *And be it further ordained*, That ^{Ten dollars.} the said S. Katzenberg shall pay to the Mayor and City Council of Baltimore the sum of ten dollars for the privilege granted; the same to be paid before said sign shall be erected.

Approved July 21, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 368.

An ordinance providing for changing the name of Eccleston street, between Parkwood avenue and Evergreen Terrace, to Avalon avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the name of Eccleston street, between Parkwood avenue and Evergreen Terrace, be and hereby is changed to Avalon avenue. ^{Eccleston street, named Avalon avenue.}

Approved July 22, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 369.

An ordinance to change the name of Brantly street to Brantly avenue.

Brantly street,
named Brantly
avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the name of Brantly street, from Schroeder street to Arlington avenue, be and the same is hereby changed to Brantly avenue.

SEC. 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved July 22, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 370.

An ordinance providing for the changing of the name of Bartlett street to Hayward street.

Bartlett street,
named Hay-
ward street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore city*, That Bartlett street be changed to and known by the name of Hayward street.

SEC. 2. *Be it further ordained*, That this ordinance take effect from the date of its passage.

Approved July 22, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 371.

An ordinance changing the name of McJilton street (formerly Jefferson Place) to Huntingdon avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the name of McJilton street (formerly Jefferson Place) be and the same is hereby changed to Huntingdon avenue. McJilton street, named Huntingdon avenue.

SEC. 2. *And be it further ordained,* That this ordinance shall take effect from and after its passage, and that all ordinances and parts of ordinances inconsistent herewith be and the same are hereby repealed.

Approved July 22, 1909.

J. BARRY MAHOOL, *Mayor.*

No. 372.

An ordinance to create a Commission of Nine (9) persons, to be styled "The New Charter Revision Commission," who shall prepare, frame and submit to the Legislature of Maryland, at its next session, amendments and additions to the existing Charter of the City of Baltimore and to appropriate the sum of five thousand (\$5,000) dollars, or so much thereof as may be necessary, to meet the expenses of said Commission, said sum to be provided for in the Ordinance of Estimates for 1910.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Mayor be and he is hereby requested and authorized to appoint without delay, in accordance with the provisions of Section 25 of the Charter, nine (9) able and discreet persons, who shall serve without pay, and who shall constitute a Commission to Charter Revision Commission.

9 members.

be styled "The New Charter Revision Commission."

SEC. 2. *And be it further ordained*, That said Commission shall prepare, frame and submit to the Legislature of Maryland, at its next session, such amendments and additions to the existing Charter of the City of Baltimore as, in the judgment of said Commission, shall be deemed wise and expedient.

SEC. 3. *And be it further ordained*, That the members of said Commission shall organize immediately after their appointment and shall report the result of their deliberations, as soon thereafter as may be, to the Mayor, for transmission by him to the two Branches of the City Council.

\$5,000 for ex-
penses.

SEC. 4. *And be it further ordained*, That the sum of five thousand (\$5,000) dollars, or so much thereof as may be necessary, be and the same is hereby appropriated to provide such stationery and to defray the cost of such stenographic and clerical assistance as may, in the judgment of the Commission, be necessary, said Commission being hereby authorized to incur such expense and secure and pay for such assistance; the amount hereby appropriated to be provided for in the Ordinance of Estimates for 1910.

SEC. 6. *And be it further ordained*, That the Commission appointed by the Mayor shall be confirmed by Second Branch City Council.

Approved July 26, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 373.

An ordinance accepting the dedication heretofore made of an alley running between and parallel with Hickory avenue and the Falls road, and extending from Third avenue to Fourth avenue.

Be it ordained by the Mayor and City Council of Baltimore, That the dedication heretofore made of the alley ten feet wide, running between and parallel with Hickory avenue and the Falls road, and extending from Third avenue to Fourth avenue, which alley is now, and has been for many years past, in general public use, be and the same is hereby accepted, and that the said alley shall henceforth be one of the public highways of the City of Baltimore. Dedication of an alley.

Approved July 26, 1909.

J. BARRY MAHOOL, *Mayor.*

No. 374.

An ordinance to change the name of Constitution street, between Eager and Preston streets, to Brentwood avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That Constitution street, between Eager and Preston streets, be changed to Brentwood avenue, its original name. Constitution street, named Brentwood avenue.

SEC. 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved July 26, 1909.

J. BARRY MAHOOL, *Mayor.*

No. 375.

An ordinance granting permission to Prather & Company to place an electric sign in front of their premises known as Nos. 346 and 348 North Calvert street.

Prather & Co.,
electric sign,
346-348 N.
Calvert street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Prather & Company of Baltimore city to place an electric sign in front of their premises known as Nos. 346 and 348 North Calvert street, said sign to be thirteen feet seven inches by eighteen inches by six inches in size, and to project thirteen feet and seven inches from the building line, and to be twelve feet above the pavement, and to be supported and erected as approved by the Inspector of Buildings; said sign to bear in incandescent electric letters the words "Prather & Co.," and no other words.

SEC. 2. *And be it further ordained*, That said sign shall be erected under the supervision of the Inspector of Buildings of Baltimore city, and that the privilege hereby granted shall be revocable at any time by an order from the Mayor or by an ordinance of the Mayor and City Council of Baltimore.

Ten dollars.

SEC. 3. *And be it further ordained*, That said Prather & Company shall pay to the Mayor and City Council of Baltimore the sum of ten dollars for the privilege hereby granted, the same to be paid before said sign shall be erected.

Approved July 26, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 376.

An ordinance authorizing the Northern Central Railway Company to reconstruct the bridge which carries Maryland avenue over its tracks, and a portion of the bridge which carries Charles street over its tracks, and to construct an additional bridge to carry Charles street over its tracks, and in connection therewith to alter the North abutment of the present bridge over Jones Falls at Charles street.

SECTION 1. Whereas, The Northern Central Railway Company, for the purpose of changing the arrangement of its railway tracks at and near Union Station, Baltimore, in connection with the proposed enlargement of said station, finds it necessary to reconstruct the bridge carrying Maryland avenue over its tracks, and a portion of the bridge carrying Charles street over its tracks and to construct an additional bridge to carry Charles street over its tracks, and to alter in connection therewith the north abutment of the present bridge over Jones Falls at Charles street;

N. C. R. R.
Enlargement of
Union Station.

Be it ordained by the Mayor and City Council of Baltimore, That the Northern Central Railway Company is hereby authorized and granted permission as follows, that is to say:

(a) To reconstruct the present bridge which carries Maryland avenue over its tracks, and to change the length of the spans of said bridge and build thereunder the proper column or pier supports; the bridge when reconstructed to be of the same width, general type, and at same grade, as the present bridge; the surface of the roadway of said bridge to be of sheet asphalt, except that portion of the

Reconstruction of
Maryland ave-
nue bridge.

roadway occupied by the passenger railway tracks and two feet on either side thereof, which shall be paved with belgian blocks; the said bridge to have granolithic sidewalks.

Reconstruction of
part of Charles
street bridge.

(b) To reconstruct the southern portion of the present bridge carrying Charles street over its tracks, and to move the column supports of said bridge to such position as will afford room for additional platform space at Union Station, the reconstructed portion of said bridge to be of the same width, general type and at the same grade, as the present bridge; the surface of the roadway and sidewalks of said bridge to be of similar material to that used in the present bridge.

Addition to
Charles street
bridge.

(c) To construct in substitution for the present embankment under Charles street north of and adjoining the north abutment of the present bridge over Jones Falls at Charles street, an iron bridge of a plated girder or riveted lattice type, eighty-five (85) feet in length and of a width equal to the present width of Charles street, and at the same grade, to connect with the said bridge over Jones Falls, for the purpose of carrying Charles street over its railway tracks to be constructed in connection with the said rearrangement of tracks at and near Union Station, and to alter the present north abutment of the bridge over Jones Falls into a stone pier for the support of said two connecting bridges; the surface of the roadway of said additional bridge to be of sheet asphalt, except that portion of the roadway occupied by the passenger

railway tracks and two feet on either side thereof, which shall be paved with belgian blocks; the said bridge to have granolithic sidewalks. Provided that the plans of said bridges as contemplated to be reconstructed and the plan of the additional bridge at Charles street shall be such as shall be approved by the City Engineer.

SEC. 2. *And be it further ordained*, That the permission and privileges hereby granted are granted upon the following express terms and conditions:

(a) That the reconstruction and con-^{Terms.}struction authorized in the first section of this ordinance, including such alterations as shall be made necessary in the north abutment of the present bridge over Jones Falls at Charles street, by reason of the construction of the additional bridge at Charles street to connect with said bridge over Jones Falls, authorized by the said first section, as well as the surfacing of the roadway and sidewalks on said bridges, shall be under the supervision of and shall be performed to the satisfaction of the City Engineer.

(b) That all work done hereunder shall be at the sole cost and expense of the said Northern Central Railway Company, and the said Northern Central Railway Company shall indemnify and hold harmless the Mayor and City Council of Baltimore against any and all loss, damage and expense of every character whatsoever growing out of or in any way connected with the work hereby authorized.

Supervision of
City Engineer
at expense of
N. C. R. R. Co.

To keep additional bridge in repair.

(c) The said Northern Central Railway Company shall be under the same obligation to always maintain and keep in good repair the additional bridge and the reconstructed bridges authorized by this ordinance as said company is now under to maintain and keep in good repair the present bridges carrying respectively Maryland avenue and Charles street over its tracks.

To commence within one year.

(d) The said Northern Central Railway Company shall commence within one (1) year from the date of the approval of this ordinance, and diligently proceed thereafter to complete with dispatch and without any unreasonable delay the erection of a handsome and commodious new Union Station substantially in accordance with the plans filed by said Company and attached hereto, and shall complete said station within four (4) years from the date of the approval of this ordinance; the new station building when finally completed to represent an outlay of at least five hundred thousand (\$500,000) dollars, exclusive of the cost of the approaches thereto and of all structures to be constructed in connection therewith outside of the walls of said new Union Station building.

To complete station within four years.

To cost at least \$500,000.

Freight yard to be abandoned.

(e) Upon the completion of said station, or if practicable before said completion, and upon the rearrangement and reconstruction of the tracks as shown on the plans filed herewith, which rearrangement and reconstruction of tracks the Northern Central Railway Company shall carry substantially into effect within four years from the date of the approval of this ordinance,

Union Yard in the valley of Jones Falls, between the mouths of the Baltimore and Potomac Railroad and the Union Railroad tunnels, shall be abandoned as a freight yard and shall not thereafter be used for the making up or storage of freight trains; provided, however, that nothing in this paragraph of this ordinance shall be construed as prohibiting such holding, running and shifting of freight cars and trains in said yard as shall be necessary for the efficient operation of the same in and through said Union Yard.

SEC. 3. *And be it further ordained,* That ^{Rights to lay tracks.} nothing in this ordinance contained shall be taken as conferring upon the said Northern Central Railway Company the right to lay any additional tracks in, on, under, through or across the bed of Charles street, Maryland avenue, St. Paul street, or any other public street of the Mayor and City Council of Baltimore, or as conferring upon the said Northern Central Railway Company any rights or privileges other than those of constructing and reconstructing the bridges herein mentioned, at Charles street and Maryland avenue, it being understood, however, that such rights, if any, as said Northern Central Railway Company now has to lay any such additional tracks in, on, under, through or across the bed of Charles street, Maryland avenue, St. Paul street, or any other public street of the Mayor and City Council of Baltimore, are reserved to the said Northern Central Railway Company as though this ordinance had never been passed.

Written agree-
ment.

SEC. 4. *And be it further ordained*, That none of the privileges hereby granted to the said Northern Central Railway Company shall be availed of and enjoyed by said Company, and no work of any character shall be performed under authority hereof, unless and until the said Northern Central Railway Company enters into a written agreement with the said Mayor and City Council of Baltimore, approved by the City Solicitor, assenting to the terms and conditions set forth in Section 2 of this ordinance, and obligating itself to strictly abide by and perform them.

SEC. 5. *And be it further ordained*, That this ordinance shall take effect from the date of its approval.

Approved July 29, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 377.

An ordinance granting a sum of money to Mary A. McGraw, widow of James J. McGraw, a deceased fireman of the Baltimore City Fire Department.

Mary A. McGraw,
a pension of
\$400 for 1910.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the sum of four hundred (\$400) dollars be and the same is hereby appropriated to Mary A. McGraw, widow of James J. McGraw, a deceased fireman of the Baltimore City Fire Department, who was injured at a fire on November 21, 1896, for the support of the said Mary A. McGraw, and that the said appropriation of four hundred (\$400) dollars be taken from the levy of 1910.

SEC. 2. *And be it further ordained, That* this ordinance shall take effect from the date of its passage.

Approved July 29, 1909.

J. BARRY MAHOOL, *Mayor.*

No. 378.

An ordinance granting a sum of money to Fannie E. Schaeffer, widow of J. Fred. Schaeffer, a deceased fireman of Baltimore City Fire Department.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That* the sum of three hundred (\$300) dollars be and the same is hereby appropriated to Mrs. Fannie E. Schaeffer, widow of J. Fred. Schaeffer, a fireman in the Baltimore City Fire Department, and who was internally injured, and said injury resulted in his death, for the support of Fannie E. Schaeffer and her children, and that said appropriation of three hundred (\$300) dollars be taken from the tax levy for 1910.

Fannie E. Schaeffer, a pension of \$300 for 1910.

Approved July 30, 1909.

J. BARRY MAHOOL, *Mayor.*

No. 379.

An ordinance authorizing and directing the sale, in fee simple, of a lot of ground on the east side of Hunter alley, south of Mount Royal avenue, same being no longer needed for public use.

WHEREAS, The Mayor and City Council of Baltimore is the owner, in fee simple,

Sale of a lot on Hunter alley.

of a lot of ground on the east side of Hunter alley, south of Mount Royal avenue, which is described as follows:

Description.

Beginning for the same at a point on the easternmost side of Hunter alley, where it is intersected by a line drawn westerly from the end of and in continuation of the second or northernmost outline of the land described in a deed from Miles White, Jr., and wife to the Mayor and City Council of Baltimore, dated January 22, 1906, and recorded among the land records of Baltimore city in Liber R. O. No. 2204, folio 467, and running thence binding on the easternmost side of Hunter alley, northerly fifty-five feet, more or less, to the end of the first line in the description of the land conveyed by a deed from Charles F. Pitt, Jr., and wife, to the Mayor and City Council of Baltimore, dated January 20, 1906, and recorded among the land records of Baltimore city in Liber R. O. No. 2204, folio 31, etc.; thence binding on the second line of the land described in said deed from Pitt to the Mayor and City Council of Baltimore southeasterly fifty-eight feet, more or less, to the end of the above mentioned second or northernmost outline of the land described in said deed from White to the Mayor and City Council of Baltimore, and thence binding on said line produced westerly nineteen and thirty-two one-hundredths feet, more or less, to the place of beginning. Containing five hundred and thirty-one and one-half square feet of land, more or less, and being a part of the land described in the deed from Charles F. Pitt,

Jr., and wife, to the Mayor and City Council of Baltimore, above referred to, and being the lot shaded green on the accompanying plat; and

WHEREAS, The above described lot of ground is no longer needed for public use.

SECTION 1. *Be it ordained by the Mayor* Public auction. *and City Council of Baltimore,* That the Comptroller of the City of Baltimore and the Commissioners of Finance, acting jointly on behalf of the Mayor and City Council of Baltimore, be and they are hereby authorized and directed, if the same shall be approved by the aforesaid Commissioners of Finance, to sell at public auction, in fee simple, the lot of ground and improvements thereon, hereinbefore described or mentioned; said sale to be made after giving notice thereof by advertisement in two or more of the daily newspapers published in the City of Baltimore, in the discretion of the said Comptroller, said advertisement to be published at least once a week for three successive weeks, and notice to be given of the time when, and place where, the aforesaid sale shall take place, and of the terms of sale, which shall be fixed by the said Comptroller; provided, however, that the minimum amount for which the said property shall be sold, in fee simple, shall be the sum of ninety cents per square foot.

SEC. 2. *And be it further ordained,* That after a sale shall have been made in accordance with the provisions of this ordinance, a deed shall be signed by the Mayor,

and the corporate seal of the City of Baltimore shall be affixed thereto by the City Register, and the said deed shall be acknowledged on behalf of the Mayor and City Council of Baltimore by the City Comptroller; and a deed so executed and approved by the City Solicitor, shall, after approval by the Commissioners of Finance in accordance with the provisions of Section 13 of the New Charter, be good and effectual to convey title to the aforesaid property in fee simple.

Approved August 4, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 380.

An ordinance to provide for the regrading and repaving of Hargrove alley, from the south side of Mount Royal avenue to the north side of Preston street, and recurring the same where necessary.

Repaving of Hargrove alley, from Mt. Royal avenue to Preston street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the City Engineer be and he is hereby authorized and directed to have all that part of Hargrove alley, from the south side of Mount Royal avenue to the north side of Preston street, regraded, where necessary, and repaved with vitrified brick on a concrete base, and to curb or recurb the same, where necessary, with four-inch granite, gneiss, armored concrete, or other curb, approved by the City Engineer; all of the said work shall be done in accordance with specifications to be prepared by the City Engineer, who shall advertise for proposals for doing the entire work.

Vitrified brick.

SEC. 2. *And be it further ordained, That* ^{\$3,000 appropriated.} the whole cost of regrading, repaving and recurbing of the portion of Hargrove alley mentioned in the first section of this ordinance, shall be borne and paid by the Mayor and City Council of Baltimore; and that the sum of three thousand (\$3,000) dollars, or so much thereof as may be necessary, be and the same is hereby appropriated to defray the cost of the same, said sum to be appropriated in the Ordinance of Estimates for the year 1910, and to be paid by the City Register on the warrant of the Comptroller of the city to the above named purpose, upon the order of the City Engineer, as provided in Section 6 of this ordinance.

SEC. 3. *And be it further ordained, That* ^{Lowest bidder.} the contract for doing the said regrading, repaving and recurbing shall be awarded to the lowest responsible bidder therefor, and opening of bids therefor by the Board of Awards, in accordance with the terms of Sections 14 and 15 of the Acts of the General Assembly of Maryland of 1898, Chapter 123, known as the New Charter.

SEC. 4. *And be it further ordained, That* ^{Old material.} all the old material on said portion of Hargrove alley mentioned in the first section of this ordinance, which it is necessary to take up, shall be purchased by the contractor at a price to be named by him in his proposal, and the money therefor shall be paid to the Mayor and City Council of Baltimore, or shall be retained by said contractor and credited by him against the amount due to him for the performance of the work under this ordinance.

SEC. 5. *And be it further ordained*, That the City Engineer be, and he is hereby authorized and directed to make monthly estimates on the completed work on said Hargrove alley, and to draw his order on the City Comptroller for eighty per cent., respectively, of such estimates in favor of said contractor.

SEC. 6. *And be it further ordained*, That when the whole work provided for in this ordinance is finished and accepted by the City Engineer, all sums then remaining unpaid shall be paid the contractor.

SEC. 7. *And be it further ordained*, That all ordinances and parts of ordinances heretofore passed, which are inconsistent with this ordinance or any of its provisions, be and they are hereby repealed.

Approved August 4, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 381.

An ordinance to provide for the regrading and repaving of Garrett street, from the west side of Howard street to the east side of Eutaw street, and recurbings the same where necessary.

Repaving of Garrett street, from Howard to Eutaw streets, with granite blocks.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the City Engineer be, and he is hereby authorized and directed to have all that part of Garrett street, from the west side of Howard street, to the east side of Eutaw

street, regraded, where necessary, and repaved with granite block on a six-inch concrete base, grouted with hot gravel and bituminous filler and to curb or recurb the same, where necessary, with six-inch granite, gneiss, armored concrete, or other curb, approved by the City Engineer; all of the said work shall be done in accordance with specifications to be prepared by the City Engineer, who shall advertise for proposals for doing the entire work.

SEC. 2. *And be it further ordained*, That ^{\$2,375 appropriated.} the whole cost of regrading, repaving and recurbing of the portion of Garrett street, mentioned in the first section of this ordinance, shall be borne and paid by the Mayor and City Council of Baltimore; and that the sum of two thousand three hundred and seventy-five (\$2,375) dollars, or so much thereof as may be necessary, be and the same is hereby appropriated to defray the cost of the same, said sum to be appropriated in the Ordinance of Estimates for the year 1910, and to be paid by the City Register on the warrant of the Comptroller of the city to the above-named purpose, upon the order of the City Engineer, as provided in Section 6 of this ordinance.

SEC. 3. *And be it further ordained*, That ^{Lowest bidder.} the contract for doing the said regrading, repaving and recurbing shall be awarded to the lowest responsible bidder therefor, after advertising for proposals therefor, and opening of bids therefor by the Board of Awards, in accordance with the terms of Sections 14 and 15 of the Acts of the General Assembly of Maryland of 1898, Chapter 123, known as the New Charter.

Old material.

SEC. 4. *And be it further ordained, That* all the old material on said portion of Garrett street, mentioned in the first section of this ordinance, which it is necessary to take up, shall be purchased by the contractor at a price to be named by him in his proposal, and the money therefor shall be paid to the Mayor and City Council of Baltimore, or shall be retained by said contractor and credited by him against the amount due to him for the performance of the work under this ordinance.

To make monthly estimates.

SEC. 5. *And be it further ordained, That* the City Engineer be, and he is hereby authorized and directed to make monthly estimates on the completed work on said Garrett street, and to draw his order on the City Comptroller for eighty per cent. of each, respectively, of such estimates in favor of said contractor.

SEC. 6. *And be it further ordained, That* when the whole work provided for in this ordinance is finished and accepted by the City Engineer, all sums then remaining unpaid shall be paid to the contractor.

SEC. 7. *And be it further ordained, That* all ordinances and parts of ordinances heretofore passed, which are inconsistent with this ordinance, or any of its provisions, be and they are hereby repealed.

Approved August 4, 1909.

J. BARRY MAHOOL, *Mayor.*

No. 382.

An ordinance granting a sum of money to Laura V. Gesswein, widow of Augustus Gesswein, a deceased fireman of the Baltimore City Fire Department.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the sum of four hundred and fifty (\$450) dollars be and the same is hereby appropriated to Laura V. Gesswein, widow of Augustus Gesswein, a deceased fireman of the Baltimore City Fire Department, who was killed at a fire on September 3, 1907, for the support of the said Laura V. Gesswein and her infant children, and that said appropriation of four hundred and fifty (\$450) dollars be taken from the tax levy of 1910. Laura V. Gesswein, a pension of \$450 for 1910

SEC. 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved August 4, 1909.

J. BARRY MAHOOL, *Mayor.*

No. 383.

An ordinance providing for changing the name of Hoff street, between Parkwood avenue and Evergreen Terrace, to Edgemont avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the name of Hoff street, between Parkwood avenue and Evergreen Terrace, be and hereby is changed to Edgemont avenue. Hoff street, named Edgemont avenue.

Approved August 4, 1909.

J. BARRY MAHOOL, *Mayor.*

No. 384.

An ordinance to repeal and reordain Paragraph Three (3) of Section Thirty-two (32) of Ordinance No. 155, approved June 19, 1908, with amendments.

The building of
chimneys.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That Paragraph Three (3) of Section Thirty-two (32) of Ordinance No. 155, approved June 19, 1908, be and the same is hereby repealed and re-ordained with amendments so as to read as follows:*

SECTION 32.

PAR. 3. No chimney shall be constructed with a flue having less than 49 square inches as the area of its minimum cross section.

SEC. 2. *And be it further ordained, That this ordinance shall take effect from the date of its passage.*

Approved August 4, 1909.

J. BARRY MAHOOL, *Mayor.*

No. 385.

An ordinance for acceptance of the dedication of Belle avenue, between Lewin avenue and Callaway avenue, and also of Callaway avenue, from Belle avenue to the north outline of the property of the Park Manor Company.

Dedication of
Belle avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That the dedication heretofore made of Belle avenue, sixty-six feet wide, from Lewin avenue to Callaway avenue, and of Callaway avenue, sixty-six feet wide, from Belle avenue to the north outline of the property now or*

heretofore owned by the Park Manor Company of Baltimore City be and the same is hereby accepted, and that the above-mentioned parts of Belle avenue and Callaway avenue shall henceforth be public highways of the City of Baltimore, the above-mentioned streets being located in such manner as to conform with the Plan of Proposed streets for the Annex of the Topographical Survey Commission.

Approved August 7, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 386.

An ordinance to condemn and open Oak street, formerly called Ash avenue, sixty feet wide, from the north side of University Parkway to the north side of Forrest avenue, now called Mallory lane, in accordance with a plat thereof filed in the office of the Commissioners for Opening Streets on the twenty-sixth day of February, 1909, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be and they are hereby authorized and directed to condemn and open Oak street (formerly Ash avenue), sixty feet wide, from the north side of University Parkway to the north side of Forrest avenue, now called Mallory lane; the land hereby directed to be condemned for said street being described as follows:

Beginning for the same at a point on the northeast side of University Parkway at its intersection with a line drawn parallel

Opening of Oak street, from University Parkway to Forrest avenue.

Description.

Description.

to and distant 590 feet westerly from Charles street, measured at right angles thereto, said line being also parallel with and distant 10 feet easterly, measured at right angles from the east line of Oak street (formerly Ash avenue), as formerly opened forty feet wide. The co-ordinates of said point of beginning based upon the system used by the City of Baltimore Topographical Survey, being west 1302.817 feet and north 13405.789 feet; and running thence along said parallel line north 2 degrees 53 minutes 19 seconds west 1540.422 feet to the north line of Forrest avenue, now called Mallory lane; thence binding on the north line of said Mallory lane south 86 degrees 10 minutes 41 seconds west 9.920 feet; thence binding along the north end of said Oak street forty feet wide, and continuing in the same direction north 58 degrees 06 minutes 04 seconds west 60.978 feet to intersect a line drawn parallel to and ten feet westerly, measured at right angles from the west side of said Oak street, forty feet wide; thence binding on said line so drawn south 2 degrees 53 minutes 19 seconds east 1518.117 feet to said northeast side of University Parkway; thence binding on said northeast side of University Parkway the following two courses and distance namely; south 49 degrees 31 minutes 52 seconds east 13.121 feet and south 49 degrees 22 minutes 02 seconds east 69.587 feet to the place of beginning; said Oak street to be opened sixty feet wide, and to include all the bed of Oak street forty feet wide and two strips of land of uniform width ten feet along each side thereof.

The courses in the above description are referred to the true meridian of the City of Baltimore Topographical Survey.

In accordance with the plat of the said proposed opening filed in the office of the Commissioners for Opening Streets.

SEC. 2. *And be it further ordained, That* Condemnation.
the proceedings for said Commissioners for Opening Streets, with reference to the condemnation and opening of said Oak street, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898, commonly known as the New Charter of Baltimore City, as may be applicable thereto, as well as all amendments thereof and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all ordinances of the Mayor and City Council of Baltimore, now in force and applicable thereto.

Approved August 9, 1909.

J. BARRY MAHOOL, *Mayor.*

No. 387.

An ordinance giving the consent of the Mayor and City Council of Baltimore city to the construction by the Baltimore and Ohio Railroad Company of certain lines of railroad in the City of Baltimore, and to provide for the elimination of crossing at grade over

the tracks of the Baltimore and Ohio Railroad Company, between Camden street and Ostend street, and for the construction and maintenance of bridges and approaches carrying Lee street, Hamburg street, Stockholm street and Cross street over the tracks of said company, and the changing and re-establishment of the grade of a part of Hamburg street, between Sharp street and Howard street and Eutaw street and Warner street, and a part of Stockholm street, between Sharp street and Howard street and Eutaw street and Warner street, and a part of Cross street, between Sharp street and Howard street and Eutaw street and Warner street, and the diversion and reconstruction of the sewer in Howard street, between Camden and Hill streets, and the changing of certain electrical conduits, and the changing of the tracks of said railroad company in Howard street at Hamburg street and at Stockholm street, and in Eutaw street at Stockholm street, and providing a penalty for non-compliance therewith, and for the avoidance of grade crossings in the construction of its express line by said company, between Ostend street and Gwynn's Falls, and in the construction of its freight line from a point on its main line near Mt. Clare Junction to the middle branch of the Patapsco river near the mouth of Gwynn's Falls and the several connections between the said lines, and to condemn and open a street from the city boundary at Gwynn's Falls to a connection with Ridgely street at the intersection of Ridgely street and Elk street, to be called Annapolis road; and to extend said Annapolis road to an intersection with Maryland avenue in Westport and carry said road over Gwynn's Falls by a bridge, and for the carrying of said express line over said Annapolis road and the carrying of said Annapolis road over said freight line, and providing for the extension of Alluvion street sewer and Bush street sewer and Eutaw street sewer from their present termini to the Patapsco river and protecting the electrical conduit now on the Annapolis road; and to provide for the avoidance of grade crossings in the construction by the Baltimore and Ohio Railroad Company of its freight line, from a point on its Locust Point Branch near Hull street to a point on the middle branch of the Patapsco river near the foot of Winder street, and the carrying of Marshall street, Charles street, Hanover street and Clarkson street over said railroad on bridges; and to condemn and close certain portions of the following named streets, that is to say: Montgomery street, between the east side of Eutaw street and the west side of Howard street; Henrietta street, between the east side of Eutaw street and the west side

of Howard street; West street, between the east side of Eutaw street and the west side of Howard street; Ostend street, between the west side of Howard street and a line parallel to and 150 feet west of the west side of Eutaw street; Spring Garden avenue, between the south side of York street and the north side of Hill street; Chepultepec alley, between the east side of Eutaw street and the west side of Ohio avenue; Cecil alley, between the south side of Stockholm street and the north side of Ostend street; Patapsco avenue, between the south side of York street and the north side of Hill street; China street for a distance of 132 feet north from the north side of Ostend street; York street, from the east side of Eutaw street to the west side of Sharp street; Howard street, between the south side of Camden street and the north side of Hill street; Barre street, between the east side of Eutaw street and a line parallel to and 100 feet east of the east side of Howard street; Welcome alley, between the east side of Eutaw street and a line parallel to and 100 feet east of the east side of Howard street; Wayne street, between the east side of Howard street and a line parallel to and 100 feet east of the east side of Howard street; Conway street, between the east side of Howard street and a line parallel to and 100 feet east of the east side of Howard street; Ohio avenue, between the south side of York street and the north side of Stockholm street; Perry street, between the east side of Howard street and a line parallel to and 100 feet east of the east side of Howard street; Ridgely street between the southwest side of Elk street and the northeast side of Putnam street; Russell street, between the southwest side of Elk street and the northeast side of Putnam street; Warner street, between the northeast side of Putnam street and the prolongation of the center line of Gunpowder street; Annapolis road, or Harman's Bridge, from the city boundary line to the prolongation of the center line of Gunpowder street; Putnam street, between the southeast side of Paca street and Gwynn's Falls; Dock street, from the south end thereof to the center of Shell street produced; the southeast one-half of Shell street, from the northeast side of Dock street to the northeast side of Carey street; Paca street, between the southwest side of Elk street and Gwynn's Falls; a 10-foot alley 65 feet east of Hanover street, from the south side of Winder street for a distance of 52 feet south of Winder street; Jackson street, between the southwest side of an unnamed 25-foot street and a line parallel to and 170 feet south of the south side of Winder street; the northwest one-half of Gould street, between the line dividing the

land formerly owned by the late Alexander Gould and the land formerly owned by the late John S. Gittings and a line 170 feet south of and parallel to the south side of Winder street; Winder street, between the east side of Johnson street and the east side of Henry street; Race street, from a point 180 feet north of McComas street north 254.82 feet; an unnamed 25-foot street, between the northwest side of Gould street and the south limit of the right of way of the Locust Point Branch of the Baltimore and Ohio Railroad; Covington street, between the south limit of the right of way of the Locust Point Branch of the Baltimore and Ohio Railroad and a line 170 feet south of and parallel to the south side of Winder street; Johnson street, between the south side of Winder street and a line parallel to and 170 feet south of the south side of Winder street; Fort Covington road, between the south side of Winder street and a line parallel to and 170 feet south of the south side of Winder street; a part of Eutaw street, from the south side of Stockholm street to the Patapsco river; Elk street, between the south side of Russell street and Gwynn's Falls; Clare street, between the southeast side of Paca street and Gwynn's Falls; Clarkson street, from a point 252.53 feet north of McComas street north 173.26 feet; Winder street, between Marshall street and Light street; all in accordance with plats filed in the office of the Commissioners for Opening Streets and now on file in said office, and granting the right to lay two tracks across Howard street, between Lee and Hill streets.

WHEREAS, It has become imperative that certain crossings at grade of the Baltimore and Ohio Railroad in South Baltimore should be abolished; and

B. & O. R. R.
Grade Cross-
ings in South
Baltimore.

WHEREAS, The plans embodied in this ordinance, and herein set forth at length, have been determined upon by the Mayor and City Council of Baltimore as reasonable and proper plans for abolishing said dangerous grade crossings; and

WHEREAS, In connection with the abolition of said grade crossings, the Baltimore and Ohio Railroad Company desires to make certain improvements to and reloca-

tions of its lines of railroad in and near the City of Baltimore, consisting of an express line of four tracks for passenger traffic, beginning near the intersection of Howard and Camden streets, and extending thence southerly between Howard and Eutaw streets to Ostend street, near the intersection of Eutaw street, and extending thence southwesterly crossing the southwestern city boundary at Gwynn's Falls at a point about one thousand (1,000) feet southeasterly from its present bridge over Gwynn's Falls, near the foot of Paca street, to a connection with its main line at West Baltimore; and consisting also of a freight line of two or more tracks, beginning at a point on its main line at Mt. Clare Junction, and following the original location of its Locust Point branch to a point south of Columbia avenue; thence deflecting to the left and crossing the present tracks just west of Carroll, and continuing southeasterly to the Middle Branch of the Patapsco River, near the mouth of Gwynn's Falls; thence in an easterly direction, crossing said Middle Branch to a point near the west end of Winder street, and thence continuing in an easterly direction to a connection with its tracks at Locust Point, near the south end of Hull street; and also of several connecting tracks between said lines and its lines now constructed and to be constructed. It being expressly understood, however, that the obligations hereinafter imposed upon the Baltimore and Ohio Railroad Company shall be binding upon said Company, even though said Company fails to avail itself of the privileges hereinafter conferred upon it.

B. & O. R. R.
Grade Cross-
ings in South
Baltimore.

Terms.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the consent of said Mayor and City Council of Baltimore is hereby given to the construction of said lines of railroad in accordance with the terms hereinafter provided in this ordinance as far as said city is authorized to consent to the construction of the same; provided the obligations hereinafter imposed upon the said The Baltimore and Ohio Railroad Company by the terms of this ordinance be assented to by said Railroad Company, and the work that it is thereby directed to do and perform be executed strictly in accordance with the terms thereof.

SEC. 2. *And be it further ordained*, That for the purpose of eliminating all crossings at grade over the tracks of the Baltimore and Ohio Railroad Company, between Camden street and Ostend street, each of the following streets, to wit: Lee street, Hamburg street, Cross street and Stockholm street be carried, as hereinafter more fully set forth, over the said tracks of the said The Baltimore and Ohio Railroad Company, and that the cost of said work be borne and defrayed as hereinafter provided. All work done hereunder shall be subject to the supervision of the City Engineer and shall not be considered as completely and properly performed until declared by him to be satisfactory and until accepted by him.

Lee street, steel girder bridge, 25 feet roadway, 10 feet sidewalk.

SEC. 3. *And be it further ordained*, That at Lee street, The Baltimore and Ohio Railroad Company shall construct at its own cost, a steel girder bridge, extending from

a line parallel to and 100 feet east of the east building line of Howard street to the west building line of Eutaw street, with a roadway twenty-five feet in width between the centers of the girders, paved with belgian block or other material satisfactory to the City Engineer, and with a sidewalk on the south side thereof ten feet wide, measured from center of girder, paved with material satisfactory to the City Engineer. The east end of said bridge may rest upon a pier placed 100 feet east of the east building line of Howard street, and the west end of said bridge shall rest upon a steel, masonry or concrete support, the east face of which shall be on the west building line of Eutaw street, and a steel pier may be placed on the west curb line of Eutaw street. The grade of the surface at the center of the roadway shall be as follows:

Starting at a point 100 feet east of the east Grade. line of Howard street, with an elevation of 51.87 feet; thence westwardly for 348.2 feet to an elevation of 54.31 feet; thence westwardly to an elevation of 54.08 feet at a point 51 feet east of the east line of Eutaw street; thence to an elevation of 49.14 feet at the west line of Eutaw street.

A stairway shall be constructed at each Stairway. end of said bridge on the south side thereof, leading to the sidewalk below, at the expense of The Baltimore and Ohio Railroad Company.

That at Hamburg street, The Baltimore and Ohio Railroad Company shall construct at its own cost a steel girder bridge extending from the east building line of Hamburg street, steel girder bridge, 25 feet roadway, 10 feet sidewalk.

Howard street to the west building line of Eutaw street, with a roadway twenty-five feet in width between the centers of the girders, paved with belgian block or other material satisfactory to the City Engineer, and with a sidewalk on the one side of said roadway ten feet wide, measured from center of girder, paved with material satisfactory to the City Engineer; the east end of said bridge to rest upon a steel, masonry or concrete support, the west face of which shall be on the east building line of Howard street, and a steel pier may be placed on the east curb line of Howard street, and a steel, masonry or concrete pier may be placed between the west curb line and the west building line of Howard street. The west end of said bridge may rest upon a steel, masonry or concrete support, the east face of which shall be on the west building line of Eutaw street, and a steel pier may be placed on the west curb line of Eutaw street, and a steel, masonry or concrete pier may be placed between the east curb line and the east building line of Eutaw street. The grade of the surface at the center of the roadway shall be as follows:

Grade.

Starting at the east building line of Howard street, with an elevation of 32.60 feet; thence westwardly for 242.2 feet to an elevation of 41.08 feet; thence westwardly for thirty-one feet to an elevation of 41.08 feet; thence still westwardly for 189.2 feet to an elevation of 34.46 feet at the west line of Eutaw street. That, at Cross street, The Baltimore and Ohio Railroad Company shall construct, at its own cost, a steel

girder bridge, extending from the east building line of Howard street to the west building line of Eutaw street, with a roadway twenty-five feet in width between the centers of the girders, paved with belgian block or other material satisfactory to the City Engineer, and with a sidewalk on one side of said roadway ten feet wide, measured from centers of girders, paved with asphalt or other material satisfactory to the City Engineer; the east end of said bridge to rest upon a steel, masonry or concrete support, the west face of which shall be on the east building line of Howard street, and a steel pier may be placed on the east curb line of Howard street, and a steel, masonry or concrete pier may be placed between the west curb line and the west building line of Howard street. The west end of said bridge shall rest upon a steel, masonry or concrete support, the east face of which shall be on the west building line of Eutaw street, and a steel pier may be placed on the west curb line of Eutaw street, and a steel, masonry or concrete pier may be placed between the east curb line and the east building line of Eutaw street. The grade of the surface at the center of the roadway shall be as follows:

Starting at the east building line of Howard street with an elevation of 30.55 feet; thence westerly 172.9 feet to an elevation of 37.47 feet; thence westerly 83.2 feet to an elevation of 39.50 feet; thence westerly 50.8 feet to an elevation of 39.50 feet; thence westerly 96.2 feet to an elevation of 37.12 feet; thence westerly 59.1 feet to an elevation of 34.76 feet at the west line of Eutaw street.

Stockholm street,
steel girder
bridge, 25 feet
roadway, 10
feet sidewalk.

That at Stockholm street, The Baltimore and Ohio Railroad Company shall construct, at its own cost, a steel girder bridge, extending from the east building line of Howard street to the west building line of Eutaw street, with a roadway twenty-five feet in width between the centers of the girders, paved with belgian block or other material satisfactory to the City Engineer, and with a sidewalk on the one side of said roadway, ten feet wide, measured from center of girder, paved with material satisfactory to the City Engineer; the east end of said bridge to rest upon a steel, masonry or concrete support, the west face of which shall be on the east building line of Howard street, and a steel pier may be placed on the east curb line of Howard street, and a steel, masonry or concrete pier may be placed between the west curb line and the west building line of Howard street. The west end of said bridge may rest upon a steel, masonry or concrete support, the east face of which shall be on the west building line of Eutaw street, and a steel pier may be placed on the west curb line of Eutaw street, and a steel, masonry or concrete pier may be placed between the east curb line and the east building line of Eutaw street. The grade of the surface at the center of the roadway shall be as follows:

Grade.

Starting at the east building line of Howard street, at an elevation of 23.65 feet; thence westwardly for 288.1 feet to an elevation of 35.17 feet; thence 107 feet to an elevation of 36.40 feet; thence sixty-seven feet to an elevation of 33.72 feet at the west line of Eutaw street.

Stairways leading to the sidewalks on the streets below shall be constructed at each end of said bridges at Hamburg, Stockholm, and Cross streets at the one side thereof.

Between the east curb line of Howard street and the west curb line of Eutaw street, the superstructure of said bridges shall not extend more than two and one-half feet below the elevation of the said roadways as above established.

The approaches to said bridges shall be constructed upon a location to be fixed and provided by the City of Baltimore at its own cost, and said city shall make all changes in the established street grades which may be necessary for the construction of said bridges and approaches, and bear all expense of widening or changing any streets and acquiring any land, easements and rights necessary for the construction of said approaches.

The Baltimore and Ohio Railroad Company shall construct said approaches and pave the same at its own cost, upon plans to be approved by the City Engineer and in a manner satisfactory to him.

The Baltimore and Ohio Railroad Company shall always maintain said bridges, piers and supports and said stairways in good condition, and shall keep the paving of the roadways and the sidewalks thereon in repair, except any portion thereof required to be maintained by any street railway company; and the said city shall maintain all the approaches to said bridges, and

Approaches.

Grades of streets.

Widening of streets.

B. & O. R. R. Co.,
to maintain
bridges.

the paving and sidewalks upon said approaches.

Construction to
begin.

The Baltimore and Ohio Railroad Company shall begin the construction of the bridge at Hamburg street, and the approaches thereto, within one year from the date of the passage of this ordinance, and shall complete the same within two years from the date of the passage of this ordinance; and shall begin the construction of the bridge at Lee street, and the approaches thereto, within two years from the date of the passage of this ordinance, and shall complete the same within three years from the date of the passage of this ordinance; and shall begin the construction of the bridge at Stockholm street, and the approaches thereto, within three years from the date of the passage of this ordinance, and shall complete the same within four years from the date of the passage of this ordinance; and shall begin the construction of the bridge at Cross street, and the approaches thereto, within four years from the date of the passage of this ordinance, and shall complete the same within five years from the date of the passage of this ordinance.

Finishing.

Closing of streets.

The proceedings for the closing of the streets hereinafter provided for shall be begun immediately upon the passage of this ordinance, but Barre street, Henrietta street, West street and Ostend street shall not be closed for public travel except as follows: When the bridge at Lee street is completed, then Barre street shall be closed.

When the bridge at Hamburg street is completed, Henrietta street shall be closed; and when the bridges at Cross street and Stockholm street are completed, West street and Ostend street shall be closed, Hamburg street, Cross street and Stockholm street, between Eutaw and Howard streets, and Lee street, between Eutaw street and a line parallel to and 100 feet east of Howard street, shall be closed for travel upon the present grade of said streets as soon as construction is begun upon the bridges at each of said streets, respectively.

The Baltimore and Ohio Railroad Com-^{Sewers.}pany shall, at its own cost, divert the sewer in Howard street, between Camden and Hill streets, and reconstruct the same in a manner satisfactory to the City Engineer, and shall bear the expense of lowering or otherwise caring for any electrical conduits which may be affected by changes in its tracks or work done under this ordinance, subject to the approval of the Electrical Engineer.

The Baltimore and Ohio Railroad Com-^{Changing of tracks.}pany shall have the right to change its present track in Howard street at Hamburg street and at Stockholm street to avoid the bridges at said streets and make the necessary connections with its other tracks at these points; and shall have the right to shift its track to the eastward on Eutaw street to provide proper clearance under the bridge at Stockholm street.

If, at any time, after five years after the^{Additional road-way.} completion of the bridges at Hamburg, Lee, Stockholm and Cross streets, the Board of

Additional road-
way.

Estimates, or such other board, commission or body as may hereafter be charged with the duties of said Board, after notice to said Railroad Company, and an opportunity to be heard, shall find that an additional roadway, twenty-one feet wide between curbs for either, or all of the bridges, at Hamburg, Lee, Stockholm and Cross streets, is necessary to accommodate highway travel on any of said streets, then said Railroad Company shall, at its own cost, provide such additional twenty-one foot roadway for either, or all of said bridges at Hamburg, Lee, Stockholm and Cross streets, and shall, at its own cost, widen the approaches so that they shall conform with the additional roadways; provided, the city, at its own cost, shall acquire from the owners thereof sufficient land adjoining said approaches for the widening of the same. It is distinctly understood, however, that the power and authority hereby conferred on the Board of Estimates, or such other board, commission or body as may hereafter be charged with the duties of said Board, shall not be deemed to have been exhausted until all of said bridge and approaches shall have been widened to the width herein specified.

SEC. 3½. *And be it further ordained,* That the grade of that part of Hamburg street, lying south of a line drawn parallel to and thirty-seven feet north of the south building line of said street, between the east curb line of Sharp street and the east building line of Howard street, or lying north of a line drawn parallel to and thirty-seven feet south of the north building line of

said street, between the east curb line of Sharp street and the east building line of Howard street, as shall be hereafter determined by the Board of Estimates, be changed and re-established as follows:

Beginning at the present grade of said street at the east curb line of Sharp street; thence to an elevation of 20.58 feet to the west curb line of Sharp street; thence rising by an even gradient to an elevation of 32.60 feet to the east building line of Howard street; and that the grade of that part of Hamburg street lying south of a line drawn parallel to and thirty-seven feet north of the south building line of said street, between the west curb line of Warner street and the west building line of Eutaw street; or lying north of a line drawn parallel to and thirty-seven feet south of the north building line of said street, between the west curb line of Warner street and the west building line of Eutaw street, as shall be hereafter determined by the Board of Estimates, be changed and re-established as follows:

Grade of Hamburg street.

Beginning at an elevation of 21.01 feet at the west curb line of Warner street and rising by an even gradient to an elevation of 34.46 feet to the west building line of Eutaw street, and that the grade of that part of Stockholm street lying south of a line drawn parallel to and thirty-seven feet north of the south building line of the said street, between the east curb line of Sharp street and the east building line of Howard street; or lying north of a line drawn parallel to and thirty-seven feet south of the

Grade of Hamburg street.

north building line of said street between the east curb line of Sharp street and the east building line of Howard street, as shall be hereafter determined by the Board of Estimates, be changed and re-established as follows :

Beginning at the present grade of said street at the east curb line of Sharp street; thence to an elevation of 9.88 feet at the west curb line of Sharp street; and thence rising by an even gradient to an elevation of 23.65 feet to the east building line of Howard street, and that the grade of that part of Stockholm street, lying south of a line drawn parallel to and thirty-seven feet north of the south building line of said street between the west curb line of Warner street and the west building line of Eutaw street; or lying north of a line drawn parallel to and thirty-seven feet south of the north building line of said street, between the west curb line of Warner street and the west building line of Eutaw street, as shall be hereafter determined by the Board of Estimates, be changed and re-established as follows :

Beginning at an elevation 18.43 feet at the west curb line of Warner street and rising by an even gradient to an elevation of 33.72 feet to the west building line of Eutaw street, and that the grade of that part of Cross street lying south of a line drawn parallel to and thirty-seven feet north of the south building line of said street between the east curb line of Sharp street and the east building line of Howard street; or lying north of a line drawn parallel to

and thirty-seven feet south of the north building line of said street between the east curb line of Sharp street and the east building line of Howard street, as shall be hereafter determined by the Board of Estimates, be changed and re-established as follows:

Beginning at the present elevation at the east curb line of Sharp street; thence to an elevation of 16.80 feet at the west curb line of Sharp street; thence rising by an even gradient to an elevation of 30.55 feet to the east building line of Howard street, and that the grade of that part of Cross street, lying south of a line drawn parallel to and thirty-seven feet north of the south building line of said street, between the west curb line of Warner street and the west building line of Eutaw street; or lying north of a line drawn parallel to and thirty-seven feet south of the north building line of said street, between the west curb line of Warner street and the west building line of Eutaw street, as shall be hereafter determined by the Board of Estimates, be changed and re-established as follows:

Beginning at the present elevation at the west curb line of Warner street; thence to an elevation of 21.00 feet at the east curb line of Warner street; thence rising by an even gradient to an elevation of 34.76 feet to the west building line of Eutaw street.

The City Surveyor is hereby authorized and directed to establish said new grades in accordance with the grades hereby changed and re-established in the same manner as other grades are established by him.

Establishing of
new grade.

Fine.

SEC. 4. *And be it further ordained*, That for each and every day the said The Baltimore and Ohio Railroad Company fails to complete the changes, additions and improvements required by Sections 2 and 3 of this ordinance, unless prevented by causes not within its control, and until said changes, additions and improvements are fully completed as and when herein provided, the said The Baltimore and Ohio Railroad Company shall be liable to a fine of fifty dollars per day; said fine to be recovered as other fines are recovered.

Closing and
opening of
streets by
Commission-
ers for Open-
ing Streets

SEC. 5. *Be it further ordained*, That for the purpose of avoiding all grade crossings by The Baltimore and Ohio Railroad Company in the construction of its express line between Ostend street and the southwestern boundary of the city at Gwynn's Falls, and in the construction of its freight line from a point on its main line, near Mt. Clare Junction, to the Middle Branch of the Patapsco River, near the mouth of Gwynn's Falls, and the several connections between said lines, that the Commissioners for Opening Streets be and they are hereby authorized and directed to condemn and close all that part of Harman's Bridge, or the Annapolis road, from the southerly extension of the center line of Gunpowder street to the city boundary at Gwynn's Falls, as hereinafter provided, and, in place thereof, to condemn, lay out and open a street from the city boundary at Gwynn's Falls to a connection with Ridgely street at the intersection of Ridgely and Elk streets, to be called "Annapolis road," as follows:

Beginning at a point on the southwesterly line of Elk street distant 20.54 feet north-westwardly from the intersection of the said southwesterly line of Elk street with the center line of Ridgely street; thence south-eastwardly, along said southwesterly line of Elk street for 37.65 feet; thence southwardly deflecting 61 degrees 13 minutes 45 seconds to the right for 890.64 feet to a point of curve; thence by a curve to the left with a radius of 645.00 feet, through an angle of 61 degrees 13 minutes 45 seconds for 689.28 feet to a point of tangent, said point of tangent being distant 53.0 feet, measured southwestwardly and at right angles from the center line of Putnam street and distant 615.17 feet, measured southeastwardly and at right angles from the center line of Russell street; thence southeastwardly parallel to the center line of Putnam street for 323 feet, more or less, to the city line; thence southwestwardly along the city line for 35.5 feet, more or less, to a point distant 86.0 feet, measured southwestwardly and at right angles from the center line of Putnam street; thence northwestwardly and parallel to the center line of Putnam street for 310 feet, more or less, to a point of curve, said point of curve being distant 615.17 feet, measured southwestwardly and at right angles from the center line of Russell street; thence by a curve to the right with a radius of 678.0 feet, through an angle of 61 degrees 13 minutes 45 seconds for 724.54 feet to a point of tangent; thence northwardly for 908.76 feet to the place of beginning.

A new Annapolis road.

Bridge over
Gwynn's Falls.

The Baltimore and Ohio Railroad Company shall extend said Annapolis road to an intersection with Maryland avenue in Westport and carry said road over Gwynn's Falls by a steel bridge with a roadway seventeen feet wide, with a sidewalk on the northeast side nine feet wide.

Said portion of Annapolis road to be opened, shall be graded and macadamized in a manner to be approved by the City Engineer.

Cost to fall on
R. R. Co.

The Baltimore and Ohio Railroad Company shall pay the entire cost of opening the portion of said Annapolis road above directed to be opened and grading and macadamizing the same, and the entire cost of constructing said bridge.

Viaduct over new
road for ex-
press line.

The Baltimore and Ohio Railroad Company in the construction of its express line shall, at its own cost, carry the same over said portion of Annapolis road to be opened by an overhead viaduct spanning the entire width of said road; the lowest part of said viaduct to have an elevation of 39.08 feet at the center of the road.

Steel bridge for
new road over
freight line.

The Baltimore and Ohio Railroad Company in the construction of its freight line shall, at its own cost, carry the Annapolis road over the same by a steel bridge at or near the intersection of Russell and Clare streets, with a roadway twenty-one feet wide between centers of girders, with a sidewalk in the east side ten feet wide, measured from center of girder, the lowest part of said bridge over said tracks to be at an

elevation of not less than 35.0 feet; said bridge to be maintained by The Baltimore and Ohio Railroad Company.

The Baltimore and Ohio Railroad Com-
pany shall extend the Alluvion street sewer and the Bush street sewer and the Eutaw street sewer from the present termini of said sewers to a point east of any lines of railroad which it may construct, and to an outlet into the Middle Branch of the Patapsco River, but nothing herein contained shall be taken as transferring to The Baltimore and Ohio Railroad Company any right claimed by the city, to extend said Bush street sewer or any interest in said Bush street dock now claimed by the city, and the said Baltimore and Ohio Railroad Company hereby agrees to indemnify and save harmless the Mayor and City Council of Baltimore, against any and all loss, damage or expense of any character growing out of, or in any way connected with the work authorized by this section. Said extension shall be done under the direction and subject to the approval of the City Engineer. The Baltimore and Ohio Railroad Company shall also provide for protecting the electrical conduit now on the Annapolis road in a manner to be approved by the Electrical Engineer.

The Baltimore and Ohio Railroad Com-
pany shall, at its own cost, carry Haines street under its tracks by a subway having a width of forty feet between the inner faces of the side walls thereof, and a vertical clearance of twelve feet between the surface of the roadway of said subway and the

Extension of
Sewers.

Subway for
Haines street.

top thereof, the surface of the roadway to have an elevation of four feet. Columns not exceeding one foot in diameter may be placed along the center of the roadway, and between the roadway and the sidewalk. The Baltimore and Ohio Railroad Company shall construct said subway upon plans and in a manner to be approved by the City Engineer, and it shall at all times, at its own cost, keep said subway properly drained and lighted in a manner to be approved by the City Engineer.

Provisions for
streets on
Locust Point.

SEC. 6. *Be it further ordained,* That for the purpose of avoiding all grade crossings in the construction by The Baltimore and Ohio Railroad Company of its freight line from a point on its Locust Point branch, near Hull street, to a point on the Middle Branch of the Patapsco River, near the foot of Winder street, that Marshall street, Charles street and Hanover street and Clarkson street, when it shall be opened and improved by the city for public travel, shall be carried for their full width over said railroad on bridges with three steel girders to be constructed by The Baltimore and Ohio Railroad Company at its own cost. The surface of the roadway of each of said bridges across said railroad tracks shall be at an elevation of 35.98 feet; with a depth of superstructure of two and one-half feet, and with approaches to be constructed by The Baltimore and Ohio Railroad Company, at its own cost, in a manner to be approved by the City Engineer. The Baltimore and Ohio Railroad Company shall maintain said bridges, and any company operating a street railway over the same

shall maintain the paving or other surface covering between its tracks and extending for two feet outside of the outer rails thereof.

SEC. 7. *Be it further ordained*, That the ^{Closing of Streets.} Commissioners for Opening Streets be, and they are hereby authorized and directed to condemn and close all those portions of the following named streets, which are described as follows:

All that part of Montgomery street, ^{Montgomery street.} thirty-five feet wide, lying between the east side of Eutaw street and the west side of Howard street, which is described as follows: Beginning at the intersection of the east side of Eutaw street and the north side of Montgomery street, and running thence along the north side of Montgomery street 338 feet to the west side of Howard street; thence south along the west side of Howard street thirty-five feet; thence west along the south side of Montgomery street 330 feet; thence north on the east side of Eutaw street to the place of beginning.

All that part of Henrietta street, ^{Henrietta street.} lying between the east side of Eutaw street and the west side of Howard street, having a width of sixty-six feet and a length of 330 feet.

All that part of West street, ^{West street.} lying between the east side of Eutaw street and the west side of Howard street, having a width of sixty-six feet and a length of 330 feet.

All that part of Ostend street, ^{Ostend street.} lying between the west side of Howard street and

a line parallel to and 150 feet west of the west line of Eutaw street, having a width of sixty-six feet and a length of 546 feet.

Spring Garden avenue.

All that part of Spring Garden avenue lying between the south side of York street and the north side of Hill street, having a width of fourteen feet and a length of 155 feet.

Chopultapec alley.

All that part of Chopultapec alley, lying between the east side of Eutaw street and the west side of Ohio avenue, having a width of fourteen feet nine inches and a length of 130 feet.

Cecil alley.

All that part of Cecil alley lying between the south side of Stockholm street and the north side of Ostend street, having a width of twenty feet and a length of 264 feet.

Patapsco avenue.

All that part of Patapsco avenue lying between the south side of York street and the north side of Hill street, having a width of fourteen feet and a length of 155 feet.

China street.

All that part of China street having a width of twenty feet and a length of 132 feet, extending north from the north side of Ostend street.

York street.

All that part of York street extending from the east side of Eutaw street to the west side of Sharp street, having a width of twenty feet and a length of 759 feet six inches.

Howard street.

All that part of Howard street lying between the south side of Camden street and the north side of Hill street, having a width of eighty-two feet six inches and a

length of 1,542 feet, and being described as follows: Beginning at the southeast corner of Camden and Howard streets and running thence south on the east side of Howard street 1,542 feet to the north side of Hill street; thence along the north side of Hill street produced eighty-six feet ten and one-quarter inches to the west side of Howard street; thence north on the west side of Howard street 1,542 feet, more or less, to the south side of Camden street, and thence east on the south side of Camden street eighty-two feet six inches to the place of beginning.

All that part of Barre street, lying between the east side of Eutaw street and a line parallel to and 100 feet east of the east side of Howard street, having a width of sixty-six feet and a length of 519 feet six inches. Barre street.

All that part of Welcome alley lying between the east side of Eutaw street and a line parallel to and 100 feet east of the east side of Howard street, having a width of twenty feet and a length of 519 feet six inches. Welcome alley.

All that part of Wayne street lying between the east side of Howard street and a line parallel to and 100 feet east of the east side of Howard street, having a width of twenty feet and a length of 100 feet. Wayne street.

All that part of Conway street lying between the east side of Howard street and a line parallel to and 100 feet east of the east side of Howard street, having a width of sixty-six feet and a length of 100 feet. Conway street.

Ohio avenue.

All that part of Ohio avenue lying between the south side of York street and the north side of Hamburg street, having a width of seventy-four feet six inches for the distance of 110 feet south of York street, and having a width of seventy feet from said point 110 feet south of York street to the north side of Hamburg street, and having a total length on the east side thereof of 932 feet six and one-quarter inches, and on the west side thereof of 894 feet; also all that part of Ohio avenue lying between the south side of Hamburg street and the north side of Stockholm street, having a width of seventy feet and a length of 1,126 feet two and one-half inches.

Perry street.

All that part of Perry street lying between the east side of Howard street and a line parallel to and 100 feet east of the east side of Howard street, having a width of twenty feet and a length of 100 feet.

Ridgely street.

All that part of Ridgely street lying between the southwest side of Elk street and the northeast side of Putnam street, having a width of sixty-six feet and a length of 1,029 feet seven inches.

Russell street.

All that part of Russell street lying between the southwest side of Elk street and the northeast side of Putnam street, having a width of sixty-six feet and a length of 1,029 feet seven inches.

Warner street.

All that part of Warner street extending from the northeast side of Putnam street to the prolongation of the center line of Gunpowder street, having a width of sixty-six feet and a length of 1,608 feet.

All that part of the Annapolis road, or Annapolis road. Harman's Bridge, having a width of thirty-three feet, which is described as follows: Beginning at the city boundary line and extending thence along the east side of said road or bridge 683 feet, more or less, to intersect the prolongation of the center line of Gunpowder street; thence in a north-westerly direction along the prolongation of said center line of Gunpowder street forty feet, more or less, to the west side of said road or bridge; thence south on the west side of said road or bridge 702 feet, more or less, to the city boundary, and thence east on said boundary thirty-four feet, more or less, to the place of beginning.

All that part of Putnam street lying between the southeast side of Paca street and Putnam street. Gwynn's Falls, having a width of sixty-six feet, which is described as follows: Beginning at the intersection of the southeast side of Paca street and the northerly side of Putnam street, and running thence on the northerly side of Putnam street 1,670 feet to Gwynn's Falls; thence southwesterly along Gwynn's Falls to the southerly side of Putnam street; thence along the southerly side of Putnam street 1,647 feet to the southeast side of Paca street, and thence along the southeast side of Paca street sixty-six feet to the place of beginning.

All that part of Dock street, extending Dock street. from the south end thereof 298 feet seven and one-half inches to the center of Shell street produced, having a width of fifty feet and a length of 298 feet seven and one-half inches.

Shell street. The southeast one-half of Shell street, extending from the northeast side of Dock street to the northeast side of Carey street, having a width of twenty-five feet and a length of 339 feet nine inches.

Paca street. All that part of Paca street lying between the southwest side of Elk street and Gwynn's Falls, having a width of sixty-six feet and a length of 1,439 feet on the southeast side and 1,457 feet on the northwest side of same.

Ten-foot alley. All that part of an unnamed ten-foot alley, which is described as follows: Beginning on the south side of Winder street, as indicated on Poppleton's Plat, sixty-five feet east of Hanover street, and running east on Winder street ten feet; thence south parallel to Hanover street fifty-two feet; thence west parallel to Winder street ten feet; thence north parallel to Hanover street fifty-two feet to the place of beginning, having a width of ten feet and a length of fifty-two feet.

Jackson street. All that part of Jackson street between the southwesterly side of an unnamed twenty-five foot street and a line parallel to and 170 feet south of the south side of Winder street, as indicated on Poppleton's Plat of the City of Baltimore, having a width of sixty-six feet and a length of 165.80 feet on the east side and 234.91 feet on the west side thereof.

Gould street. All that part of the northwesterly one-half of Gould street, between the line dividing the land formerly owned by the late Alexander Gould and the land formerly

owned by the late John S. Gittings and a line 170 feet south of and parallel to the south line of Winder street, as indicated on Poppleton's Plat of the City of Baltimore; having a width of twenty-five feet and a length of 85.32 feet, more or less, on the northwesterly side, and a length of 59.18 feet, more or less, on the southeasterly line thereof.

All that part of Winder street lying between the east side of Johnson street and the east side of Henry street, as indicated on Poppleton's Plat, having a width of fifty feet and a length of 449 feet. Winder street.

All that part of Race street, having a width of sixty-six feet, which is described as follows: Beginning at a point on the west side of Race street 180 feet north of McComas street, and running thence north on the west side of Race street 254.82 feet; thence east sixty-six feet; thence south along the east side of Race street 254.82 feet, and thence west sixty-six feet to the place of beginning. Race street.

All that part of an unnamed twenty-five foot street, having a width of twenty-five feet, between the northwesterly line of Gould street and the south limit of the right of way of the Locust Point branch of the Baltimore and Ohio Railroad, as conveyed by Alexander Gould, by deed dated December 5, 1853, and recorded in E. D. 48, folio 483, having a length of 668.94 feet, more or less, on the northeasterly side and 692.85 feet, more or less, on the southwesterly side thereof. Unnamed street.

Covington street. All that part of Covington street between the south limit of the right of way of the Locust Point branch of The Baltimore and Ohio Railroad, as conveyed by Alexander Gould, by deed dated December 5, 1853, and recorded in E. D. 48, folio 483, and a line 170 feet south of and parallel to the south side of Winder street, as indicated on Poppleton's Plat of the City of Baltimore; having a width of sixty-six feet and a length of 539 feet.

Johnson street. All that part of Johnson street lying between the south side of Winder street and a line parallel to and 170 feet south of the south side of Winder street, having a width of sixty-six feet and a length of 170 feet.

Fort Covington road. All that part of Fort Covington road lying between the south side of Winder street and a line parallel to and 170 feet south of the south side of Winder street, having a width of 49.5 feet and a length of 235.34 feet.

Eutaw street. All that part of Eutaw street having a width of thirty-three feet for a length of sixty-six feet, a width of sixty-six feet for a length of 444 feet, and an irregular width for 188 feet, which is described as follows: Beginning at the intersection of the south side of Stockholm street and the east side of Eutaw street, and running thence south on the east side of Eutaw street 510 feet, more or less, to the waters of the Patapsco River; thence along the waters of the Patapsco River to the west side of Eutaw street; thence north on the west side of Eutaw street 632 feet, more or less, to a point sixty-six feet south of the south side

of Stockholm street; thence at right angles east thirty-three feet; thence at right angles north sixty-six feet to the south side of Stockholm street, and thence east on the south side of Stockholm street thirty-three feet to the place of beginning.

All that part of Elk street lying between the south side of Russell street and Gwynn's Falls, having a width of sixty-six feet and a length of 414 feet. Elk street.

All that part of Clare street lying between the southeast side of Paca street and Gwynn's Falls, having a width of sixty-six feet and a length of 1,606 feet. Clare street.

All that part of Winder street which is described as follows: Beginning at the southwest corner of Marshall and Winder streets; thence west on the south side of Winder street 61.37 feet; thence northerly 67.15 feet to the northwest corner of Winder and Light streets; thence east forty-nine feet; thence south sixty-six feet to the place of beginning. Winder street.

Provided, however, that the said Commissioners for Opening Streets shall not begin proceedings for the closing of Dock and Shell streets, in this section directed to be closed, until all the property abutting on the parts of the said streets to be closed has been acquired by The Baltimore and Ohio Railroad Company, either by purchase or condemnation, or until there has been filed with the Commissioners for Opening Streets the written consent of the owners of all property not so acquired by The Baltimore and Ohio Railroad Company and Provisions for closing of streets.

abutting on the parts of the said streets to be closed, consenting to the closing of the same.

Rights of abutting property owners.

And provided further, that the said Commissioners for Opening Streets shall not begin the proceedings herein directed for the closing of any other street by this section directed to be closed until The Baltimore and Ohio Railroad Company has, either by purchase or condemnation, acquired all the property abutting on any of such street which by such closing would be deprived of all means of access, or until the owner or owners of any of such properties so deprived of all means of access and not acquired by The Baltimore and Ohio Railroad Company shall have filed with said Commissioners for Opening Streets their written consent to such closing.

City Engineer to approve plans for bridges.

SEC. 8. *Be it further ordained*, That The Baltimore and Ohio Railroad Company, before it constructs any of the said bridges required to be constructed by it under this ordinance, shall submit the plans therefor to the City Engineer, and the said City Engineer shall have the right to require such changes in said plans as are necessary to make said plans conform to the requirements of this ordinance, and said bridges shall be constructed in a manner to be approved by said City Engineer.

Cost of proceedings for closing streets.

The Baltimore and Ohio Railroad Company shall pay all the cost of the proceedings for the closing of all of the streets hereinbefore directed to be closed, and all

damages which may be avoided for the closing of the same, and all costs which may be incurred by the city upon any appeals taken in said proceedings.

All the elevations mentioned in this ordinance are referred to city datum as established by the Baltimore Topographical Survey, bench mark No. 1422, elevation 24.188.

SEC. 9. *Be it further ordained*, That The Baltimore and Ohio Railroad Company be and it is hereby authorized to construct, maintain and operate two single tracks across the bed of Howard street, between the south side of Lee street and the north side of Hill street, said tracks being described as follows:

Track No. 1—Beginning at a point in the west building line of Howard street 156.10 feet south of the intersection of the west building line of Howard street and the south building line of Lee street, both extended; thence in a northeasterly direction, curving to the right in a curve with a radius of 231.01 feet, to a point on the east building line of Howard street 84.02 feet south of the southeast corner of Lee and Howard streets, a distance of 111 feet.

Track No. 2—Beginning at a point in the west building line of Howard street 171.96 feet south of the intersection of the west building line of Howard street and the south building line of Lee street, both extended; thence in a northeasterly direction, curving to the right in a curve with a radius of 231.01 feet, to a point in the east building line of Howard street 97.40

feet south of the southeast corner of Lee and Howard streets, a distance of 112.6 feet.

Until Howard street is closed.

SEC. 10. *Be it further ordained*, That the Mayor and City Council of Baltimore shall, at all times, have and retain the power and right to reasonably regulate, in the public interest, the exercise of the right granted in Section 9, and that the said right shall be executed and enjoyed within six months after the grant, as provided by Section 37 of Article 4 of the Code of Public Local Laws of Maryland, entitled "City of Baltimore," sub-title "Charter," and that the said right shall be held, exercised and enjoyed until Howard street is closed at said point, not exceeding five years.

Municipal supervision reserved.

SEC. 11. *Be it further ordained*, That the right and duty are hereby expressly reserved to the Mayor and City Council of Baltimore, at all times, to exercise, in the interest of the public, full municipal superintendence, regulation and control in respect to all matters connected with the said grant, and not inconsistent with the terms thereof.

\$15 per year.

SEC. 12. *Be it further ordained*, That in consideration of the right granted in Section 9, the said grantee shall pay to the Mayor and City Council of Baltimore the sum of fifteen dollars per year, so long as said right is enjoyed under this ordinance.

Paving.

SEC. 13. *Be it further ordained*, That the said grantee, after the construction of said two tracks shall, under the supervision of the City Engineer, repave such parts of

said street as the City Engineer shall require between the tracks and for two feet on either side thereof, and place the same in thorough repair and maintain the same and said tracks in good condition throughout the full term of this grant; and if and so often as the street shall in the future be paved or repaved with any improved pavement, the said grantee shall, under the same provision, repave the space between said tracks and for two feet on either side thereof with said improved pavement, and shall maintain the same in good condition throughout the full term of this grant. Any work done pursuant to the requirements of this Section shall be done by the grantee at its own expense exclusively.

SEC. 14. *Be it further ordained*, That non-compliance at any time or times by the grantee, its successors or assigns, with any of the terms of said grant, shall operate as a forfeiture of said grant, which shall thereupon be and become void, and that nothing short of an ordinance of the Mayor and City Council of Baltimore shall operate as a waiver of any forfeiture of said grant.

SEC. 15. *Be it further ordained*, That the two tracks hereby authorized shall be constructed in all respects under the supervision and to the entire satisfaction of the City Engineer, and that the rails that shall be used in the said construction shall be of such character as the City Engineer shall designate.

SEC. 16. *Be it further ordained*, That nothing contained in Section 9 shall be so construed as to allow the grantee or its

Operate as a forfeiture.

Blocking of street traffic.

assigns to stand any car or cars on the said tracks on said street.

Agreement to be
signed.

SEC. 17. *Be it further ordained*, That none of the streets herein directed to be closed, except Barre street, Henrietta street, West street and Ostend street, shall be closed, and The Baltimore and Ohio Railroad Company shall not acquire any rights in connection with the construction of its express line and freight line, as provided in Sections 5, 6, 7, 8 and 9, unless The Baltimore and Ohio Railroad Company, within ninety days from the date of the approval hereof, files with the Mayor an instrument in writing signed by its president and under its corporate seal, in form approved by the City Solicitor, agreeing to accept and perform all the provisions, terms and conditions of this ordinance or its parts to be performed, as herein provided, but the failure to file such instrument shall not relieve The Baltimore and Ohio Railroad Company from the obligations hereby imposed by Sections 2, 3 and 4 of this ordinance.

Guarantee of compensation for
property owners.

SEC. 18. *Be it further ordained*, That in order to provide absolutely and in all events for compensation for the damages that will be sustained by the owners of property injuriously affected by the changes in grade herein provided for under Section 3½, the Mayor and City Council of Baltimore hereby obligates itself to urge the Legislature of Maryland, at its next session in January 1910, to pass an Act authorizing the Mayor and City Council of Baltimore to compensate said property

owners for the damages actually sustained by them by reason of such changes in grade, and, conditioned upon the passage of such an Act, the Mayor and City Council of Baltimore guarantees to each such owner compensation for the damages so sustained.

Approved August 16, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 388.

An ordinance appointing Jas. S. Gosnell, Jr., a Constable from the Fourth Ward.

Be it ordained by the Mayor and City Council of Baltimore, That James S. Gosnell, Jr., be and is hereby appointed a Constable from the Fourth Ward.

James S. Gosnell, Jr., Constable, Fourth Ward.

Be it further ordained, That this ordinance take effect from the date of passage.

Approved September 24, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 389.

An ordinance changing the name of Hunter alley, between Lanvale street and Girard avenue, to Carlos Terrace.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That the name of all that part of Hunter Alley, lying between Lanvale street and Girard avenue, be and the same is hereby changed to Carlos Terrace.*

Hunter alley, named Carlos Terrace.

SEC. 2. *And be it further ordained, That this ordinance shall take effect from and after its passage, and that all ordinances or parts of ordinances inconsistent herewith be and the same are hereby repealed.*

Approved September 24, 1909.

J. BARRY MAHOOL, *Mayor.*

No. 390.

An ordinance providing for the changing of the name of Reardon street to Bartlett avenue.

Reardon street,
named Bartlett
avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That the name of Reardon street be changed, and said street be known by the name of Bartlett avenue.*

SEC. 2. *Be it further ordained, That this ordinance take effect from the date of its passage.*

Approved September 24, 1909.

J. BARRY MAHOOL, *Mayor.*

No. 391.

An ordinance to authorize, in pursuance of an Act of the General Assembly of Maryland, passed at the January Session in the year 1908, Chapter 247, issuance of the stock of the Mayor and City Council of Baltimore, to an amount not exceeding one million (\$1,000,000) dollars, for the purpose of supplying additional means for the construction and completion of the docks and piers planned by the Burnt District Commission, created by Chapter 87 of the Acts of 1904.

WHEREAS, By an Act of the General Assembly of Maryland, passed at its January session in the year 1908, Chapter 247, the Mayor and City Council of Baltimore was authorized to issue its stock to an amount not exceeding one million (\$1,000,000) dollars, in the manner and on the terms therein set forth, for the purpose of supplying additional means for the construction and completion of the docks and piers planned by the Burnt District Commission, created by Chapter 87 of the Acts of 1904; and

WHEREAS, Money is now needed for said purpose; now, therefore

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners of Finance be and they are hereby authorized and directed to issue the registered stock of the city to the amount of one million (\$1,000,000) dollars, from time to time as the same may be required for the purpose hereinbefore named, and that said stock shall be sold by the Commissioners of Finance from time to time, and at such times as shall be requisite, and the proceeds of the sale of said stock shall be used for the purpose hereinbefore named, and for no other purpose whatsoever; provided, that this ordinance shall not go into effect until it shall be approved by a majority of the votes of the legal voters of the City of Baltimore, cast at the time and place hereinafter designated.

SEC. 2. *Be it further ordained*, That said stock shall be issued in sums of not less than one hundred (\$100) dollars each,

redeemable on the first day of April in the year 1960, and bearing interest at the rate of not more than four per centum per annum, as may be determined by the Commissioners of Finance of Baltimore city, said interest to be payable semi-annually on the first day of April and October, in each year, and on the condition that the Mayor and City Council of Baltimore shall pay all taxes imposed by the State of Maryland, for which the holders of said stock may be thereon legally liable.

Sinking Fund
provision.

SEC. 3. *Be it further ordained*, That a sufficient annual sum to meet the interest on said stock hereby authorized to be issued, and also a further annual sum sufficient to produce the sum of seven thousand six hundred (\$7,600) dollars to accumulate (with the aid of any premiums on the sale of said stock) a sinking fund for the redemption of said stock at maturity, shall be levied on every hundred dollars' worth of assessable property in the City of Baltimore, and in the proper proportion for any greater or less amount. So soon as the sinking fund shall amount to a sum sufficient to redeem the stock hereby issued at maturity, the payment of the annual sum to accumulate said sinking fund shall cease to be made. Any premium above the par value realized from the sale of any stock hereunder shall be paid into and constitute part of said sinking fund.

November elec-
tion, 1909.

SEC. 4. *Be it further ordained*, That this voters of the City of Baltimore for their approval or disapproval at the election to

be held in the City of Baltimore on Tuesday, the second day of November, in the year 1909.

SEC. 5. *And be it further ordained*, That a copy of this ordinance and notice of the time of holding said election shall be published in at least four (4) of the daily newspapers published in the City of Baltimore twice a week for two weeks prior to said election.

Approved October 15, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 392.

An ordinance to provide for the changing of the name of Philadelphia road, beginning at the intersection of the west side of Lakewood avenue and Fayette street, and continuing eastward to the easternmost city limits or boundaries, be changed to Philadelphia avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the name of Philadelphia road, beginning at the intersection of the west side of Lakewood avenue and Fayette street, and continuing eastward to the easternmost city limits or boundaries, be changed, to be known as Philadelphia avenue.

Philadelphia road,
named Phila-
delphia avenue.

SEC. 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved October 18, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 393.

An ordinance to name that portion of Camel alley, between Linden avenue and Madison avenue, Camel street.

Camel alley,
named Camel
street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That that portion of Camel alley, between Linden and Madison avenues, be and the same is hereby changed to Camel street.

SEC. 2. *Be it further ordained*, That this ordinance shall take effect on the date of its passage.

Approved October 18, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 394.

An ordinance providing for the acquisition, by purchase or condemnation, of a lot or lots of ground south of the basin and Pratt street, and east of Charles street, and for erection thereon of a building to take the place of, or be used as an addition to, the public school building at the southeast corner of William street and Warren avenue.

Addition to public school at William street and Warren avenue,
\$100,000.

WHEREAS, The Ordinance of Estimates for the year 1909 contains an appropriation of one hundred thousand (\$100,000) dollars, "for lot and building to be erected south of the basin and Pratt street, and east of Charles street."

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Mayor, the City Comptroller and the President of the Board of School Commissioners be and they are hereby authorized and

directed to acquire, by purchase or condemnation, a suitable lot or lots of ground, situated in Baltimore city, within the territory south of the basin and Pratt street, and east of Charles street, for erection thereon of a building to take the place of, or to be used as an addition to, the public school building now located at the southeast corner of William street and Warren avenue, the cost of the same to be taken from said appropriation, and any surplus remaining after the acquisition of said lot or lots may be expended towards the erection of a suitable building thereon.

Approved October 20, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 395.

An ordinance granting permission to Sadler's Business College to place an electric sign in front of premises known as No. 21 W. Fayette street (Riddlemoser Building).

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That* permission be and the same is hereby granted to Sadler's Business College of Baltimore city to place an electric sign in front of premises known as No. 21 West Fayette street (Riddlemoser Building), said sign to be eight feet long and thirty inches high and to extend about nine feet from the building line, and to be supported and erected as approved by the Inspector of Buildings, and to be at least ten feet above the pavement, said sign to bear the words in

Sadler's Business College,
electric sign,
21 W. Fayette
street.

incandescent letters, "Sadler's Bryant and Stratton Business College," and no other words.

SEC. 2. *Be it further ordained*, That said sign shall be erected under the supervision of the Inspector of Buildings of Baltimore city, and that the privilege hereby granted shall be revocable at any time by an order from the Mayor, or by an ordinance of the Mayor and City Council of Baltimore.

SEC. 3. *Be it further ordained*, That the Mayor and City Council of Baltimore hereby expressly reserves the right in the interest of the public, full municipal superintendence, regulation and control in respect to all matters connected with this grant, and not inconsistent with the terms thereof.

Ten dollars.

SEC. 4. *And be it further ordained*, That the said Sadler's Business College shall pay to the Mayor and City Council of Baltimore, the sum of ten dollars for the privilege granted, the same to be paid before said sign shall be erected.

Approved October 20, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 396.

An ordinance granting the right to the United Railways and Electric Company of Baltimore to construct single track curves with necessary poles, overhead wires and overhead construction from the present tracks of the United Railways and Electric Company of Baltimore, on Lexington and Fayette streets, to carry

out the plan of track construction in accordance with the general scheme of improvements to be made by the United States of America to its main Baltimore City Postoffice.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the United Railways and Electric Company of Baltimore be and it is hereby authorized and empowered to lay down, construct, operate and maintain single track curves with the necessary poles, overhead wires and overhead construction from its present tracks on Lexington and Fayette streets to carry out the plan of track construction in accordance with the general scheme of improvements to be made by the United States of America to its main Baltimore City Postoffice.

U. R. R. and E.
Co., tracks at
postoffice.

SEC. 2. *And be it further ordained,* That the said curves shall be built under the supervision of the City Engineer, and the rails shall be of the most improved pattern, and of the width and gauge used by other street railways of Baltimore city, and to be so constructed and laid down as not to obstruct or impede the free flow of water across the streets or down the gutters thereof, and not to interfere with or encroach upon the sidewalks or gutters as now laid out and existing upon and along the streets above-mentioned; and that in laying down said curves the Company shall conform to the grades of the several streets used by it as the same are now, or may be hereafter established by law; and that no one shall be allowed to use or run vehicles on said curves to the hindrance and delay of the cars thereon, and all persons who, upon

Vehicles pro-
hibited.

call, or signal by the motorman, conductor or other person in charge of a car of said Company passing on said curves, shall neglect or wilfully refuse to vacate said tracks shall be subject to a fine of not less than two dollars, nor more than five dollars, for each and every offense, to be collected in conformity with the provisions of the Baltimore City Code relating to fines.

Paving.

SEC. 3. *And be it further ordained*, And the said Railway Company shall keep the streets covered by said curves and extending two feet on either side of said curves, in thorough repair at its own expense, and in case and so often as the street covered by said curves shall at any time or times in the future be repaved, the said Street Railway Company shall repave the spaces between the tracks of said railway covered by said curves, and two feet on either side of said curves, with the same kind of pavement as that laid down by the city on the rest of the street surface, at its own expense, under a penalty of twenty dollars per square for each week that said spaces between the said railway tracks covered by said curves and two feet on either side of said curves, remain unpaved; the said fine to be collected as other city fines are now collected.

Municipal regulation.

SEC. 4. *And be it further ordained*, That notwithstanding the grant hereby made, the Mayor and City Council of Baltimore shall at all times have and retain the power and right to reasonably regulate in the public interest, the exercise of the franchises and rights hereby granted, and that

said franchises and rights shall be executed and enjoyed six months after the grant, as provided by Section 37 of Article 4 of the Code of Public Local Laws, entitled "City of Baltimore," sub-title "Charter," and that said franchises and rights shall be held, exercised and enjoyed by said Company for the period of twenty-five years^{25 years.} and should the Mayor and City Council of Baltimore by an ordinance notify the said Company, its successors or assigns, on or before the termination of the said period of twenty-five years, of its intention to resume possession of said street for any purposes, at the expiration of said twenty-five years, there shall be a fair valuation of the plant and property, as property, excluding any valuation derived from the franchises or rights, and the same shall be and become the property of the city on paying to the said Company, its successors or assigns, the said valuation, and with the further right to the said Company, its successors or assigns, after the expiration of said period, should the Mayor and City Council of Baltimore not give the notice above specified, at a fair revaluation, including in such revaluation the value derived from said franchises or rights, to a renewal for another period of twenty-five^{Renewal.} years, and that upon the termination of said franchises or rights, there shall be fair valuation of the plant and property of said Company, excluding any value derived from the franchises or rights, which shall be and become the property of the city, at its election, on paying said Company, its successors or assigns, the said

Arbitration.

valuations of said plant and property. The valuation or revaluation shall be fixed by two arbitrators, one to be appointed by the Mayor of the City of Baltimore, and the other to be appointed by said grantee, its successors or assigns; and in case said arbitrators shall be unable to agree, they shall appoint a third arbitrator, and the decision of the majority of said arbitrators shall be final and binding; provided, that if said two arbitrators shall, after a reasonable time, fail to appoint such third arbitrator, then the Mayor shall appoint the third arbitrator.

SEC. 5. *And be it further ordained*, That the right and duty are hereby expressly reserved to the Mayor and City Council of Baltimore at all times to exercise in the interest of the public, full municipal superintendence, regulation and control, in respect to all matters connected with the aforesaid grant, and not inconsistent with the terms thereof; and in the event of the said grantee, its successors and assigns, refusing, neglecting or failing to comply with any of the terms or conditions upon which the said franchises and rights are hereby granted, said franchises and rights shall be and become wholly null and void.

\$1 franchise tax.

SEC. 6. *And be it further ordained*, That in further consideration of the rights and franchises hereinbefore granted, the said The United Railways and Electric Company of Baltimore, its successors and assigns, shall pay to the Mayor and City Council of Baltimore the sum of one dollar and said payment shall be made when

the work is commenced; and in case of failure on the part of the said Company to pay the money as above set forth, or to carry out any of the provisions in this ordinance contained, such failure shall work a forfeiture of said grant, and the same shall become null and void.

SEC. 7. *And be it further ordained, That* this ordinance shall take effect from the date of its passage.

Approved October 22, 1909.

J. BARRY MAHOOL, *Mayor.*

No. 397.

An ordinance to condemn and widen Saratoga street, on the southwest side thereof, between Holliday and Gay streets, in accordance with a plat thereof filed in the office of the Commissioners for Opening Streets, on the sixteenth day of March, 1909, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That the* Commissioners for Opening Streets be and they are hereby authorized and directed to condemn and widen Saratoga street on the southwest side thereof, between Holliday and Gay streets, the land hereby directed to be condemned for said widening being described as follows:

Beginning for the same on the south side of Saratoga street at the distance of ninety-three feet and eleven inches easterly from the northeast corner of a building at the southwest corner of Saratoga and Holliday streets, said point being also forty-nine feet

Widening of
Saratoga street.

Between Holliday
and Gay streets.

and six inches southwesterly at right angles from the northeast side of Saratoga street as now opened between Holliday and Gay streets, and running thence southeasterly parallel to the northeast side of Saratoga street three hundred and twenty-one feet to the northwest side of Gay street; thence northeasterly binding on the northwest side of Gay street, sixteen feet and eight and one-half inches to the southwest side of Saratoga street as now opened; thence northwesterly binding on the southwest side of Saratoga street two hundred and seventy feet and seven inches to a bend in said street; thence westerly binding on the south side of Saratoga street fifty-five feet and seven inches to the beginning.

Condemnation.

SEC. 2. *And be it further ordained*, That the proceedings of said Commissioners for Opening Streets, with reference to the condemnation and widening of said Saratoga street, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved October 22, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 398.

An ordinance to permit Leonard J. Nilson, trading as the Nilson Yacht Building Company, to maintain permanently the corrugated iron structures, heretofore erected by him at his shipyard, under temporary permits and to erect such other corrugated iron and frame structures on the property occupied by him as a shipyard as may be necessary for the prosecution of his ship building business.

SECTION 1. *Be it enacted and ordained by the Mayor and City Council of Baltimore,* That Leonard J. Nilson, trading as the Nilson Yacht Building Company, be and he is hereby authorized to permanently maintain on the property occupied by him a ship yard, at Ferry Bar, the corrugated iron structures, heretofore erected by him under temporary permits from the Building Inspector, and also to erect and maintain on said premises such other corrugated iron and frame structures as may be necessary for the prosecution of his business; provided the same shall be done in accordance with the laws and ordinances relating to, and as the Building Inspector may think proper for structures of such character.

Nilson Yacht
Building Co.,
corrugated iron
structure at
Ferry Bar.

SEC. 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved October 25, 1909.

J. BARRY MAHOOL, *Mayor.*

No. 399.

An ordinance granting permission to James L. Kernan to erect an electric sign in front of the Auditorium Theatre, located on North Howard street, between Franklin and Centre streets.

Auditorium
Theatre, elec-
tric sign.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to James L. Kernan to erect an electric sign in front of the Auditorium Theatre, located on North Howard street, between Franklin and Centre streets, said sign to be fifty-four feet above the pavement, eleven feet high, sixteen feet long and to project from the building line sixteen feet; said sign to be so arranged as to hold changeable letters in incandescent electric lights, which said letters shall be changed from time to time so as to indicate the attraction playing at said Auditorium Theatre.

SEC. 2. *Be it further ordained*, That said sign shall be erected under the supervision of the Inspector of Buildings of Baltimore City, and that the privilege hereby granted shall be revocable at any time by an order from the Mayor or by an ordinance of the Mayor and City Council of Baltimore.

Ten dollars.

SEC. 3. *And be it further ordained*, That the said James L. Kernan shall pay to the Mayor and City Council of Baltimore the sum of ten dollars for the privilege above granted; the same to be paid before the said sign shall be erected.

Approved October 25, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 400.

An ordinance granting permission to William J. Kammer to place an electric sign in front of his premises, Nos. 1812 and 1814 Bank street.

SECTION 1. *Be it ordained by the Mayor* Wm. J. Kammer,
electric sign,
1812-1814 Bank
street. *and City Council of Baltimore, That* permission be and the same is hereby granted to William J. Kammer to place an electric sign in front of his premises known as Nos. 1812 and 1814 Bank street, said sign to be eight feet long and two and one-half feet high, and to be at least twenty feet above the pavement, and to project from the building line eight feet, and to be supported and erected as approved by the Inspector of Buildings; said sign to bear the words in incandescent electric letters, "Wines and Liquors—Perfect Brew on Draught," and no other words.

SEC. 2. *And be it further ordained, That* said sign shall be erected under the supervision of the Inspector of Buildings of Baltimore city, and that the privilege hereby granted shall be revocable at any time by an order from the Mayor, or by an ordinance of the Mayor and City Council of Baltimore.

SEC. 3. *And be it further ordained, That* Ten dollars. the said William J. Kammer shall pay to the said Mayor and City Council of Baltimore the said sum of ten dollars for the privilege hereby granted, the same to be paid before the said sign shall be erected.

Approved October 25, 1909.

J. BARRY MAHOOL, *Mayor.*

No. 401.

An ordinance granting permission to Alfred Wehe to place an electric sign in front of his premises, Nos. 1719-1721 Bank street.

Alfred Wehe,
electric sign,
1719-1721
Bank street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Alfred Wehe to place an electric sign in front of his premises known as Nos. 1719-1721 Bank street, said sign to be eight feet long and two feet high and to be at least twenty feet above the pavement, and to project from the building line eight feet, and to be supported and erected as approved by the Inspector of Buildings; said sign to bear the words in incandescent electric letters, "Wines and Liquors," and no other words.

SEC. 2. *And be it further ordained*, That said sign shall be erected under the supervision of the Inspector of Buildings of Baltimore city, and that the privilege hereby granted shall be revocable at any time by an order from the Mayor or by an ordinance of the Mayor and City Council of Baltimore.

Ten dollars.

SEC. 3. *And be it further ordained*, That the said Alfred Wehe shall pay to the said Mayor and City Council of Baltimore the said sum of ten dollars for the privilege granted, the same to be paid before said sign shall be erected.

Approved October 25, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 402.

An ordinance to authorize the Crown Cork and Seal Company of Baltimore City, a body corporate, to construct, maintain and operate, upon certain conditions, for the benefit of its business, a tunnel under the bed of Guilford avenue, in said city, to connect its premises, Nos. 1501-1523, on the east side of said avenue, with the tracks of the Pennsylvania Railroad Company.

SECTION 1. *Be it ordained by the Mayor* ^{Crown Cork and Seal Co.} *and City Council of Baltimore,* That the Crown Cork and Seal Company of Baltimore City, a body corporate, be and it is hereby authorized, for the benefit of its business, to construct, maintain and operate, for a period not exceeding twenty-five years, a tunnel under the bed of Guilford avenue in said city, to connect its premises Nos. 1501-1523 on the east side of said avenue with the dead end tracks of the Pennsylvania Railroad Company in the yard of said last-mentioned Company on the west side of said avenue, in front of said premises, Nos. 1501-1523 Guilford avenue; subject, however, to the following conditions and terms:

First—The said tunnel shall extend from ^{To connect with P. R. R.} the front of said premises Nos. 1501-1523 Guilford avenue to said dead end tracks of said Railroad Company, as shown on the plat attached to and made a part of this ordinance, and shall be eighty feet long, more or less, and shall be sufficiently far beneath the surface of said avenue to permit the free passage of pipes and other utilities through the bed of said avenue. The said tunnel, moreover, shall be eight ^{Eight feet high and eight feet wide.} feet wide by eight feet high, more or less, inside measurements, and the top and sides

thereof shall be of reinforced concrete. The foundation and floor thereof shall be of concrete, or of such other material as shall be approved by the Inspector of Buildings. No woodwork, or other combustible material shall be used in the construction thereof, and the openings from the said premises, Nos. 1501-1523 Guilford avenue, into said tunnel, shall be covered with standard fire doors; and the said tunnel shall be constructed under the supervision of and to the satisfaction of the said Inspector of Buildings.

Second—That the Mayor and City Council of Baltimore hereby expressly reserves the right and duty, at all times, to exercise in the interest of the public, full municipal superintendence, regulation and control in respect to all matters connected with this grant, and not inconsistent with the terms thereof.

Third—That, in the event of the failure of the said Crown Cork and Seal Company of Baltimore to maintain the said tunnel in good and safe condition, throughout the full term of this grant, or to comply with any of the terms of this ordinance, the grant hereby made shall be and become void.

Fourth—That said tunnel shall be completed within six months from the passage of this ordinance.

\$600 franchise
tax.

Fifth—That the said Crown Cork and Seal Company of Baltimore City shall pay to the Mayor and City Council of Baltimore,

as compensation for the franchise granted by this ordinance, the sum of six hundred (\$600) dollars.

Approved October 25, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 403.

An ordinance providing for the acquisition, by purchase or condemnation, of a lot or lots of ground in the vicinity of North and Fulton avenues, and for erection thereon of an engine house.

WHEREAS, The Ordinance of Estimates for the year 1909 contains an appropriation of thirty thousand (\$30,000) dollars for lot of ground and erection of a building thereon, for location of an engine company in the vicinity of North and Fulton avenues.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Mayor, City Comptroller and President of the Board of Fire Commissioners be and they are hereby authorized and directed to acquire, by purchase or condemnation, a suitable lot or lots of ground in Baltimore city, in the vicinity of North and Fulton avenues, for erection thereon of a building for the use of the Fire Department, the cost thereof to be taken from the above-mentioned appropriation, and any surplus remaining after acquisition of such lot or lots, may be expended towards the erection of a suitable building thereon for an engine company.

New engine house, \$30,000, North and Fulton avenues.

Purchasing of lot of ground.

Approved October 25, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 404.

An ordinance to appoint a Constable for the Sixteenth Ward of Baltimore city.

Wm. D. McKenney, Constable, Sixteenth Ward.

Be it ordained by the Mayor and City Council of Baltimore, That William D. McKenney be and he is hereby appointed as Constable for the Sixteenth Ward of Baltimore city.

And be it further ordained, That this ordinance take effect from the date of its passage.

Approved November 10, 1909.

J. BARRY MAHOOL, *Mayor.*

No. 405.

An ordinance authorizing the City Register to employ an additional clerk.

Additional Clerk for City Register, \$1,200 salary.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That the City Register be and he is hereby empowered to appoint an additional clerk in his department, whose salary shall be twelve hundred (\$1,200) dollars per annum, payable as all other salaries are payable.*

SEC. 2. *And be it further ordained, That this ordinance shall take effect on January 1, 1910.*

Approved November 10, 1909.

J. BARRY MAHOOL, *Mayor.*

No. 406.

An ordinance granting F. M. Kirby & Co. permission to place an electric sign in front of their premises known as No. 525 North Gay street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted F. M. Kirby & Company to construct and place an electric sign, with double-face effect, in front of their premises known as No. 525 North Gay street; said sign to be constructed and placed upon the following terms and specifications; that is to say:

F. M. Kirby &
Co., electric
sign, 525 N.
Gay street.

(1) That the said sign shall be about nine feet long and two feet ten inches in height; but it shall not extend more than about ten feet beyond the building line.

(2) That the said sign shall display the words, "Kirby's 5 and 10 Cent Stores," wrought in such lettering as shall meet the approval of the Inspector of Buildings and the said sign shall be illuminated by such a scheme of electrical lighting as shall meet the approval of the Inspector of Buildings.

(3) That the said sign shall hang not less than ten feet above the sidewalk; and shall be fastened and supported to the aforesaid premises in such a way and by such appliances as may be required by the Inspector of Buildings.

(4) That the general design and the miscellaneous details as to the construction and the hanging of said sign shall be under the supervision and subject to the approval of the Inspector of Buildings.

SEC. 2. *And be it further ordained*, That the right and duty are hereby expressly reserved to the Mayor and City Council of Baltimore at all times to exercise, in the interest of the public, full municipal superintendence, regulation and control in respect to all matters connected with the grant herein contained and not inconsistent with the terms thereof.

Ten dollars.

SEC. 3. *And be it further ordained*, That the said F. M. Kirby & Company shall pay to the Mayor and City Council of Baltimore the sum of ten dollars for the privilege herein granted, the said sum to be paid before the said sign is erected.

SEC. 4. *And be it further ordained*, That the privilege hereby granted shall be revocable at any time by an order from the Mayor or by an ordinance of the Mayor and City Council of Baltimore.

Approved November 10, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 407

An ordinance granting to the Arundel Sand and Gravel Company of Baltimore City, a corporation under the laws of Delaware, its successors and assigns, the right to exclusively use a part of the eastern half of Pier No. 2, forming a part of the Burnt District Commission plan of additions and extensions to the public wharves and docks of Baltimore city, and prescribing the terms, conditions and duration of said grant and the compensation to be paid therefor.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Arundel Sand and Gravel Company of Baltimore City, a corporation under the laws of Delaware, its successors and assigns, be and it is hereby authorized and empowered exclusively to use for a period of fifty years, subject to all the terms and conditions mentioned herein, including those relating to revaluation upon the expiration of every recurring period of ten years hereunder, during said whole period of fifty years, all that part of the eastern half of Pier No. 2, forming part of the Burnt District Commission plan of additions and extensions to the public wharves and docks of Baltimore city, sanctioned by Ordinance No. 149 of the Mayor and City Council of Baltimore, approved November 10, 1904, described as follows:

Arundel Sand and
Gravel Co. 50
years grant.
Eastern half of
Pier No. 2.

Beginning for the same at a point eighty feet south from a point where the easterly water line of Pier No. 2 intersects the southerly line of Pratt street, as widened, and running thence southerly along said easterly water line 200 feet; thence 90 degrees westerly parallel, or nearly so, to the southerly line of Pratt street as widened, a distance of 100 feet, more or less, to a point along the center of a fifty-foot-wide drive, or trackway, there situate, with the use thereof in common with the other grantees of franchises on said pier; said drive-way running through the center of said Pier No. 2 from the southerly line of Pratt street to the southerly water line of said Pier No. 2, as shown on said plan of additions and extensions; thence 90 degrees

Description.

northerly 200 feet, more or less, along the center of said fifty-foot drive, or trackway to a line running at right angles westward from the point of beginning, and thence easterly along said line a distance of 100 feet, more or less, to the point of beginning; the area of said property being 19,884 square feet; the said grant being for the space of 200 feet on the east water front of said pier by 100 feet to the center of the said fifty-foot driveway, and being situate immediately to the south of the space granted to the Martin Wagner Company by Ordinance No. 203, approved November 10, 1908.

SEC. 2. *And be it further ordained*, That the rights, privileges and franchises hereby granted are granted subject expressly to the following terms and conditions, that is to say:

Conditions.

First—That the Arundel Sand and Gravel Company of Baltimore City, its successors or assigns, shall enjoy free access by water at all times to the said part of said pier, as the same extends for 200 feet as aforesaid on the easterly side of said pier, for steamboats, vessels, barges and other water craft; provided that the said steamboats, vessels, barges and other water craft shall not extend at any one time out from said part of said pier into the water surrounding the same a greater distance than seventy-five feet easterly from said easterly water line; and, provided further, that the said right of franchises, and the use of said part of said pier and waterways, shall be subject in every respect

to the operation and effect of Section 468 of Article 4 of the Code of Public Local Laws of Maryland, entitled "City of Baltimore," and of any supplements thereto or amendments thereof, and of all laws or ordinances relating to the harbor of Baltimore and its appurtenances that have been or may be enacted by authority of the Congress of the United States, or of the State of Maryland, or of the Mayor and City Council of Baltimore, and of any supplements thereto or amendments thereof, and of all rules and regulations of the Harbor Board or other duly constituted public authority, and of any supplements thereto or amendments thereof.

Second—That the said Arundel Sand and Gravel Company of Baltimore City shall, as a condition precedent to this ordinance taking effect, repay to the Mayor and City Council of Baltimore, in addition to the annual payment hereinafter mentioned, the sums, if any, expended and to be expended by the said Mayor and City Council of Baltimore in adapting said part of Pier No. 2 to the special uses and requirements of the said Arundel Sand and Gravel Company of Baltimore City.

Reimbursement
of city.

Third—That the Arundel Sand and Gravel Company of Baltimore City, its successors and assigns, may at its election and at its expense, erect upon the said part of said pier, such proper superstructures as may be necessary in the conduct of the business of the said Arundel Sand and Gravel Company of Baltimore City, its

Superstructures.

successors or assigns, and said superstructures may be built upon any of the foundations or bulkheads of said part of said pier, except when otherwise required by the Inspector of Buildings and the Harbor Engineer; and, provided further, that all plans for such improvements shall first be submitted to and approved by the Inspector of Buildings and the Harbor Engineer, and that the work to be performed in connection with said improvements shall be subject to the supervision and control of the said Inspector of Buildings and said Harbor Engineer. And the Mayor and City Council of Baltimore hereby covenants and agrees that it will, at the cost of the respective grantees of franchises in said Pier No. 2, proportioned to their several frontages upon said fifty-foot drive and trackway, construct, or cause to be constructed, for the purposes of the business of said respective grantees, along or near the center line of said fifty-foot drive and trackway, a single track railroad, for the passage of railroad cars to and from the respective parts of said pier, granted to said respective grantees, to Pratt street; said single track railroad to be the property of said Mayor and City Council of Baltimore when constructed, but to be maintained, kept in repair and renewed when necessary by said respective grantees, at their own cost, proportioned as aforesaid.

Quarterly pay-
ments.

Fourth—That the said Arundel Sand and Gravel Company of Baltimore City, its successors and assigns, shall pay to the Mayor and City Council of Baltimore, annually, at the office of the Comptroller, in equal

quarterly installments on the first days of January, April, July and October of each and every year, commencing from the date when said Pier No. 2 shall have been completed and be ready for occupancy, the sum of seven thousand one hundred and fifty-eight dollars and twenty-four (\$7,157.24) cents, being at the rate of 0.36 cents per square foot for the whole number of square feet included in said part of said pier, during the first ten years of the grant hereby made; provided, however, that upon the expiration of said period of ten years and of every recurring period of ten years there shall be a revaluation of the annual compensation to be paid by the said grantee, its successors or assigns, for the succeeding period of ten years of said grant, the said annual compensation, however, never to be revalued at less than said annual sum of seven thousand one hundred and fifty-eight dollars and twenty-four (\$7,158.24) cents, and in the event of a disagreement between the Mayor and City Council of Baltimore and the said grantee, its successors or assigns, as to the amount of said annual compensation so to be paid, the revaluation shall be fixed by two arbitrators, one of whom shall be selected by the said grantee, its successors or assigns, and the other by the Mayor; and in case of failure of said arbitrator to agree upon said revaluation within thirty days following their appointment, the said arbitrators shall select an umpire; and in the case of the failure of the said grantee, its successors or assigns, to select an arbitrator as herein provided, or of the failure of the

\$7,157.24 per
annum, 36
cents per
square foot.

Revaluation every
10 years.

Arbitration.

said arbitrators within the said thirty days to select an umpire, as herein provided, then the Mayor shall select both such arbitrators or umpire to act in said arbitration; and in the case of the failure of the arbitrators and umpire to agree within thirty days after the appointment of the umpire, then the Mayor shall dissolve the said Board of Arbitration and a new board shall be appointed under the same terms and conditions regulating the appointment of the former board, and so on until an agreement is reached, the opinion of a majority of the arbitrators to be final. The revaluation at the end of each recurring period of ten years hereunder is to include the value derived from the franchise or right hereby granted, but not improvements made on said pier by the grantee hereunder, its successors or assigns. At any time after the expiration of the first period of ten years hereunder, said grantee, its successors or assigns, may surrender the rights and franchise hereby granted, together with all improvements, superstructures, foundations, etc., erected on said part of the pier, after having given to the Comptroller at least one year's notice in writing, of its intention to make such surrender, whereupon the grant hereby made shall be terminated by such surrender and the annual compensation to be paid shall terminate upon payment proportionately to the date of such surrender.

Insurance.

Fifth—That the said Arundel Sand and Gravel Company of Baltimore City, its successors or assigns, shall, during the term of this grant, insure and keep insured

at its expense in an amount and in an insurance company or companies satisfactory to the Comptroller, all the improvements erected by it on said part of said pier, the proceeds of insurance in case of fire to be used in rebuilding or restoring said improvements, and the policy or policies of insurance to be so framed or endorsed as to secure this application of said proceeds to the satisfaction of the Comptroller; and shall also keep the said part of said pier, including walls, fender piles and cap logs in good condition, order and repair as when received; and shall also, during the term of this grant, keep the said premises, as far as reasonably necessary, free from all snow and ice that may fall or form on the same; and shall also cart off and remove from the said premises all dirt, ashes, sweepings, rubbish and litter, occasioned, created or deposited on the said premises; that it shall not throw or allow to be thrown at any time into the water from said part of said pier, or from any of its vessels or water craft, any dirt, ashes, sweepings, rubbish or litter; and that it will at the expiration of its occupation of the said part of the said pier, yield up the same peaceably to the Mayor and City Council of Baltimore in as good order in all respects as when received, reasonable wear and tear and damage by accidental fire or other unavoidable casualty not attributable to the negligence of the grantee, its successors or assigns, excepted; that it shall pave and repave, as well as keep in repair, such part of said fifty-feet drive and trackway as is hereby granted to the

Cleaning.

Repair.

said grantee, and all the floorings and pavements on said part of said pier; and shall also make good any damage done to the said pier or bulkheads caused by collision with its vessels; and shall observe and keep all laws and ordinances applicable to the premises; and shall be responsible for and indemnify the Mayor and City Council of Baltimore against any liability to any governmental authority or officers, corporation or private person, for costs, expenses, injury or loss by reason of any nuisance existing on the said part of the said pier or on account of any accident or injury to any person or property that may occur or originate on said part of said pier and be due to the neglect or default of the said grantee, its successors or assigns; and that it will not assign the grant hereby made without the consent, in writing, of the members of the Board of Estimates, other than to some person or corporation which may have succeeded to the ownership of the majority, in point of par value, of the shares of the capital stock or of the property of the said grantee; and will not subassign any part thereof without said consent, in writing; the Mayor and City Council of Baltimore to keep the said waterways adjacent to said pier to a depth of not less than twenty-four feet.

Transfer of
grant.

Rights reserved.

SEC. 3. *And be it further ordained, That the Mayor and City Council of Baltimore hereby expressly reserve the right and duty at all times to exercise, in the interest of the public, full municipal superintendence, regulation and control in respect to all matters connected with the grant hereby*

made and not inconsistent with the terms hereof; and that the said rights and franchises shall be executed and enjoyed six months after the grant, as provided by Section 37 of Article 4 of the Code of Public Local Laws, title "City of Baltimore," subtitle "Charter," and the rights or franchises herein granted to the said Arundel Sand and Gravel Company of Baltimore City shall be held, exercised and enjoyed by the said Company, its successors or assigns, for the period of fifty years, subject to all the terms and conditions mentioned herein, including those relating to revaluation upon the expiration of every recurring period of ten years hereunder, during said whole period of fifty years; and that upon the termination of this grant all improvements, superstructures, foundations, etc., erected upon the said part of Pier No. 2 by the said grantee, its successors or assigns, shall be and become the property of the city, and no compensation shall be paid therefor.

Superstructures
to become prop-
erty of city.

SEC. 4. *And be it further ordained*, That upon the failure of the said grantee, its successors or assigns, to comply with any of the terms and conditions of this ordinance, the rights, privileges and franchises hereby granted shall be and become wholly null and void.

SEC. 5. *And be it further ordained*, That this grant shall be subject, in so far as they may apply, to all the terms, conditions and restrictions imposed by Sections 7 to 12, inclusive, and by Section 37 of Article 4 of the Code of Public Local Laws, title

"City of Baltimore," sub-title "Charter," as amended by the Act of 1904, Chapter 616, and the Act of 1906, Chapter 152, and by any other supplements thereto or amendments thereof.

Right to value,
assess and tax
improvements.

SEC. 6. *And be it further ordained*, That the Mayor and City Council of Baltimore hereby reserves the right to value, assess and tax, in the usual way, any improvements that may be erected on said part of said pier by the grantee hereunder, its successors or assigns; and nothing in this ordinance shall be taken as abridging or impairing in any respect any lawful powers of valuation, assessment or taxation that may now or hereafter be exercisable by the State of Maryland, or the Mayor and City Council of Baltimore, in relation to any franchise, right or interest that said grantee may acquire hereunder.

Approved November 15, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 408.

An ordinance appointing Charles R. Cook a Constable for the Tenth Ward, vice William H. Usher, who has failed to qualify.

Charles R. Cook,
Constable,
Tenth Ward.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That Charles R. Cook be and he is hereby appointed a Constable for the Tenth Ward, vice William H. Usher, who has failed to qualify.

SEC. 2. *Be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved December 1, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 409.

An ordinance granting permission to L. J. Drixel to place an electric sign in front of his premises, known as No. 1347 Pennsylvania avenue.

SECTION 1. *Be it ordained by the Mayor* J. J. Drixel,
and City Council of Baltimore, That per- electric sign.
mission be and the same is hereby granted to L. J. Drixel, of Baltimore city, to place an electric sign in front of his premises known as No. 1347 Pennsylvania avenue, said sign to be two feet in width, eight feet long and to be at least twenty feet above the pavement and to project from building line eight feet, and to be supported and erected as approved by the Inspector of Buildings of Baltimore City, said sign to bear the words in incandescent electric letters, "Perfect Brew on Draught," and no other words.

SEC. 2. *And be it further ordained*, That said sign shall be erected under the supervision of the Inspector of Buildings of Baltimore City, and that the privilege hereby granted shall be revocable at any time by an order from the Mayor or by an ordinance of the Mayor and City Council of Baltimore.

Ten dollars.

SEC. 3. *And be it further ordained*, That said L. J. Drixel shall pay to the Mayor and City Council of Baltimore the sum of ten dollars for the privilege hereby granted, the same to be paid before said sign shall be erected.

Approved December 6, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 410.

An ordinance granting to the Municipal Art Society of Baltimore, for the purpose of delivering a series of free public lectures, the use and privilege of the Broadway Institute Hall belonging to the City of Baltimore, for the six consecutive Thursday nights, beginning January 6, 1910, up to and including February 10, 1910; the Mayor and City Council to provide the heat and light in the use of said hall on the above dates, all other expense to be borne by the Municipal Art Society of Baltimore.

Municipal Art
Society.
Use of Broadway
Institute Hall.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Municipal Art Society of Baltimore be and it is hereby granted authority and permission to use the Broadway Institute Hall of the City of Baltimore for the purpose of delivering free public lectures on the following dates, that is, January 6, 13, 20, 27; February 3 and 10, 1910.

SEC. 2. *And be it further ordained*, That the Mayor and City Council of Baltimore shall bear the expense of heating and lighting said hall on the evenings above mentioned; all other expense in connection therewith to be borne by the Municipal Art Society.

SEC. 3. *And be it further ordained, That this ordinance shall take effect from the date of its passage.*

Approved December 6, 1909.

J. BARRY MAHOOL, *Mayor.*

No. 411.

An ordinance authorizing the purchase of a parcel of land, which is to constitute the bed of Poplar Grove street (formerly Seventh street), from Beech avenue northwardly, to property of the Mayor and City Council of Baltimore.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That the Commissioners for Opening Streets be and they are hereby authorized and directed to purchase, on behalf of the Mayor and City Council of Baltimore, from the owner or owners thereof, in fee simple, for a sum not exceeding eight hundred (\$800) dollars, a parcel of land which is to constitute the bed of Poplar Grove street (formerly Seventh street), extending from Beech avenue northwardly, to property of the Mayor and City Council of Baltimore, the land so to be acquired being embraced within the following description:*

Opening of Poplar Grove street.

Eight hundred dollars.

North from Beech avenue.

Beginning for the same at the corner formed by the intersection of the northernmost side of Beech avenue and the easternmost side of Poplar Grove street (formerly Seventh street), said Beech avenue and said Poplar Grove street being the same as laid down on the Topographical Survey General Plan of Streets for the Annex, adopted by

Description.

Description.

Ordinance No. 129, approved December 3, 1898 (co-ordinates of said point of beginning based upon the system used by the City of Baltimore Topographical Survey, being west fourteen thousand two hundred and thirty-six and seven hundred and sixty-nine one-thousandths feet and north six thousand two hundred and nine and eighty-six one-thousandths feet), and running thence by a line curving to the right with a four thousand seven hundred and four and ninety-seven one-hundredths foot radius the distance of two hundred and forty-four and ninety-eight one-hundredths feet, to intersect the outline of the property of the Mayor and City Council of Baltimore, the chord of said curve bearing north 1 degree 9 minutes and 10 seconds west two hundred and forty-four and ninety-six one hundredths feet; thence binding on the outline of the property of the Mayor and City Council of Baltimore, the following two courses and distances, namely, north 68 degrees and 39 minutes west thirty-four feet and north 70 degrees and 39 minutes west thirty-six and eighteen one-hundredths feet, to intersect a curve drawn parallel to and distant sixty-six feet westerly from the above-mentioned curve; thence southerly, binding on said curve so drawn two hundred and seventy-two and thirty-nine one-hundredths feet to the said northernmost side of Beech avenue, the chord of said curve bearing south 1 degree and 30 seconds east two hundred and seventy-two and thirty-seven one-hundredths feet; thence binding on the said northernmost side of

Beech avenue north 87 degrees 20 minutes and 40 seconds east sixty-six feet to the place of beginning.

The courses in the above description are referred to the true meridian of the City of Baltimore Topographical Survey.

Provided, however, that no conveyance of said land shall be accepted until the deed shall have been approved by the City Solicitor.

SEC. 2. *And be it further ordained*, That the sum of eight hundred (\$800) dollars, for the purpose set forth in Section 1, shall be provided out of the levy for the year 1910.

Approved December 6, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 412.

An ordinance granting a sum of money to Joanna Braden, widow of James T. Braden, formerly a fireman in the Baltimore City Fire Department, for the support of herself and her infant child.

SECTION 1. *Be it ordained by the Mayor* Joanna Braden,
\$400 pension. *and City Council of Baltimore*, That the sum of four hundred (\$400) dollars be and the same is hereby appropriated to be paid to Joanna Braden, widow of James T. Braden, formerly a fireman in the Baltimore City Fire Department, who was killed while in the discharge of his duty as such fireman, for the support of the said Joanna

Braden and her infant child for the year 1910, the said sum to be provided for in the Ordinance of Estimates for 1910.

Approved December 6, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 413.

An ordinance authorizing and directing the Mayor, Comptroller and President of the Board of Fire Commissioners to acquire by purchase or condemnation land in the vicinity of North and Fulton avenues, in the City of Baltimore, and providing for the erection of a suitable building on said lot for the use of the Baltimore City Fire Department.

Fire Board.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Mayor, Comptroller and President of the Board of Fire Commissioners be and they are hereby authorized and directed to acquire, by purchase or condemnation, the necessary land in the vicinity of North and Fulton avenues, in the City of Baltimore, and that there shall be erected thereon a suitable engine house for the use of the Baltimore City Fire Department.

Engine house,
North and Ful-
ton avenues.

SEC. 2. *And be it further ordained*, That the Inspector of Buildings be and he is hereby authorized and directed to have erected on the land so acquired a suitable engine house for the use of the Baltimore City Fire Department.

\$30,000.

SEC. 3. *And be it further ordained*, That the sum of thirty thousand (\$30,000) dollars, or so much thereof as may be necessary, be and the same is hereby appropri-

ated to carry into effect the provisions of this ordinance, said sum having been provided for in the Ordinance of Estimates for the year 1909.

Approved December 6, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 414.

An ordinance appropriating five hundred dollars out of the tax levy of 1910 to defray the expenses of the Municipal games to be held at Patterson Park, September 12, 1910, or such other day as may be substituted therefor.

SECTION 1. *Be it ordained by the Mayor* ^{Municipal games.} *and City Council of Baltimore, That the* ^{\$500.} *sum of five hundred (\$500) dollars be and the same is hereby appropriated out of the general tax levy of 1910, to defray the expenses of the Municipal Athletic Games to be held at the Patterson Park Fields, September 12, 1910, or such other day as may be substituted therefor.*

SEC. 2. *And be it further ordained, That the City Comptroller be and he is hereby authorized and directed to draw his warrant on the City Register for the sum of five hundred (\$500) dollars, payable to the proper authorities for this purpose.*

SEC. 3. *And be it further ordained, That this ordinance shall take effect from the date of its passage.*

Approved December 6, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 415.

An ordinance granting a sum of money to Kate Mennigue, widow of A. M. Mennigue, a deceased fireman of the Baltimore City Fire Department.

Kate Mennigue.
\$300 pension.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the sum of three hundred (\$300) dollars be and the same is hereby appropriated for the year 1910, to Kate Mennigue, widow of A. M. Mennigue, a fireman in the Baltimore City Fire Department, who was internally injured while in the discharge of his duty, and which injury resulted in his death, April 2, 1889.

SEC. 2. *And be it further ordained*, That the said sum be provided for in the Ordinance of Estimates for 1910.

Approved December 6, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 416.

An ordinance to condemn and open Twenty-fifth street, from the easternmost side of Greenmount avenue (formerly York road) to the northwesternmost side of the Harford Turnpike road, in accordance with a plat thereof, filed in the office of the Commissioners for Opening Streets, on the twenty-third day of October, 1908, and now on file in said office.

Opening of
Twenty-fifth
street, from
Greenmount
avenue to Har-
ford road.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Commissioners for Opening Streets be and they are hereby authorized and directed to condemn and open Twenty-fifth street with

a width of one hundred feet from the easternmost side of Greenmount avenue (formerly York road) to the northwesternmost side of the Harford turnpike road, the land hereby directed to be condemned for said Twenty-fifth street being described as follows:

Beginning for the same at the corner	Description.
formed by the intersection of the easternmost side of Greenmount avenue (formerly York road) and the northernmost side of Twenty-fifth street produced in a straight line easterly. Co-ordinates of said point of beginning based upon the system used by the City of Baltimore Topographical Survey being east 1788.615 feet and north 7552.152 feet, and running thence binding on the said northernmost side of Twenty-fifth street produced in a straight line easterly north 87 degrees 17 minutes east 1762.84 feet; thence by a line curving to the right with a 673.69 feet radius the distance of 229.99 feet, the chord of said curve bearing south 82 degrees 56 minutes 15' seconds east 228.85 feet; thence by a straight line south 73 degrees 09 minutes 30 seconds east 2030.95 feet, more or less, to the northwesternmost side of the Harford turnpike road; thence southwesterly binding on the said northwesternmost side of the Harford turnpike road 108.0 feet, more or less, to intersect a line drawn parallel to and distant 100.0 feet southwesterly at right angles from the said south 73 degrees 09 minutes 30 seconds east 2030.95 feet, more or less, line; thence reversing said line so drawn and binding thereon north 73 degrees 09 minutes 30 seconds	

west 1990.16 feet, more or less, to intersect a curve drawn parallel to and distant 100.0 feet southerly from the above-mentioned curve; thence reversing said curve so drawn and binding thereon with a 573.69 feet radius the distance of 185.85 feet, the chord of said curve bearing north 82 degrees 56 minutes 15 seconds west 194.88 feet to intersect the line of the southernmost side of Twenty-fifth street produced in a straight line easterly; thence reversing said line so produced and binding thereon south 87 degrees 17 minutes west 1767.12 feet to the said easternmost side of Greenmount avenue; thence binding on the said easternmost side of Greenmount avenue north 15 minutes 45 seconds west 100.09 feet to the place of beginning.

The courses in the above description are referred to the true meridian of the City of Baltimore Topographical Survey; the said street as directed to be condemned being delineated and particularly shown on a plat which was filed in the office of the Commissioners for Opening Streets on the twenty-third day of October in the year 1908, and is now on file in the said office.

Condemnation
proceedings.

SEC. 2. *And be it further ordained*, That the proceedings for said Commissioners for Opening Streets, with reference to the condemnation and opening of said Twenty-fifth street, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the

General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City) as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved December 9, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 417.

An ordinance to condemn and open Twenty-sixth street, from the southwest side of Huntingdon avenue to the southwest side of Hampden avenue, if extended southeasterly, in accordance with a plat thereof filed in the office of the Commissioners for Opening Streets on the twentieth day of March, 1909, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That the Commissioners for Opening Streets be and they are hereby authorized and directed to condemn and open Twenty-sixth street, with a width of sixty-six feet, from the southwest side of Huntingdon avenue to the southwest side of Hampden avenue; the land hereby directed to be condemned for said street being described as follows:*

Beginning for the northwest side of said street on the southwest side of Huntingdon avenue at the distance of 426 feet southeasterly from the east corner of the brick dwelling at the westernmost corner

Opening of
Twenty-sixth
street, from
Huntingdon to
Hampden
avenues.

Description.

of Huntingdon avenue and Twenty-seventh street, and running thence south 58 degrees 40 minutes and 50 seconds west 375 feet to the southwest side of Hampden avenue fifty-five feet wide, the southeast side of said street to be parallel to the northwest side and sixty-six feet southeasterly at right angles therefrom:

The said street as directed to be condemned, being delineated and particularly shown on a plat which was filed in the office of the Commissioners for Opening Streets on the twentieth day of March in the year 1909, and is now on file in said office.

Condemnation
proceedings.

SEC. 2. *And be it further ordained*, That the proceedings for said Commissioners for Opening Streets, with reference to the condemnation and opening of said Twenty-sixth street and the proceedings and rights of all parties interested or affected thereby, shall be regulated by and in accordance with all such provisions of Article 4 of the Public Local Laws of Maryland, as are enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof; and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved December 9, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 418.

An ordinance to condemn and open Keyworth avenue, from the northeast side of Reisterstown road to the southwest side of Park Heights avenue in accordance with a plat thereof filed in the office of the Commissioners for Opening Streets, on the third day of June, 1909, and now on file in said office.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Commissioners for Opening Streets be and they are hereby authorized and directed to condemn and open Keyworth avenue with a width of sixty-six feet from the northeast side of Reisterstown road to the southwest side of Park Heights avenue, the land hereby directed to be condemned for said avenue being described as follows:

Opening of Keyworth avenue, 66 feet wide, Reisterstown road to Park Heights avenue.

Beginning for the same on the north-easternmost side of the Reisterstown road at its point of intersection with the south-easternmost side of Fifth avenue as now opened thirty feet wide, the co-ordinates of said point of beginning based on the system used by the City of Baltimore Topographical Survey, being west 13,366.95 feet and north 12,785.06 feet, and running thence northwesterly binding on the northeasternmost side of the Reisterstown road sixty-six feet; thence north 59 degrees 27 minutes 45 seconds east 379.80 feet to the southwesternmost side of Park Heights avenue; thence southeasterly, binding on the southwesternmost side of Park Heights avenue, 66.02 feet to intersect a line drawn north 59 degrees 27 minutes 45 seconds east from the place of beginning; thence reversing said line so drawn and binding thereon, south 59 degrees 27 minutes 45 seconds west

Description.

378.18 feet to the place of beginning. Said Keyworth avenue proposed to be opened being the same as laid down on the Topographical Survey General Plan of Streets for the Annex, adopted by Ordinance No. 129, approved December 3, 1898.

The courses in the above description are referred to the true meridian of the City of Baltimore Topographical Survey, the said street as directed to be condemned being delineated and particularly shown on a plat which was filed in the office of the Commissioners for Opening Streets on the third day of June in the year 1909, and is now on file in the said office.

Condemnation
proceedings.

SEC. 2. *And be it further ordained*, That the proceedings for said Commissioners for Opening Streets, with reference to the condemnation and opening of said Keyworth avenue, and the proceedings and right of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore City), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved December 9, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 419.

An ordinance to repeal Ordinance No. 213, entitled "An ordinance granting permission to William Wolters to place an electric sign in front of his premises, known as No. 202 St. Paul street," approved November 16, 1908, and granting permission to William Wolters to place an electric sign in front of his premises known as No. 2113-15 E. Monument street."

SECTION 1. *Be it ordained by the Mayor* ^{Wm. Wolters,}
and City Council of Baltimore, That per- ^{electric sign.}
 mission be and the same is hereby granted
 to William Wolters, of Baltimore city, to
 place an electric sign in front of his premi-
 ses known as Nos. 2113-15 East Monu-
 ment street; said sign to be ten feet long
 and three feet high and to extend ten feet
 from the building line, and to be supported
 and erected as approved by the Inspector
 of Buildings and to be at least ten feet
 above the pavement, said sign to bear the
 words in illuminated letters, "Wm. Wol-
 ters," and no other words.

SEC. 2. *Be it further ordained,* That the
 Mayor and City Council of Baltimore here-
 by expressly reserve the right in the in-
 terest of the public, full municipal super-
 intendence, regulation and control in re-
 spect to all matters connected with the
 terms thereof.

SEC. 3. *Be it further ordained,* That ^{Without cost.}
 Ordinance No. 213, entitled "An ordinance
 granting permission to William Wolters to
 place an electric sign in front of his premi-
 ses known as No. 202 St. Paul street," ap-
 proved November 16, 1908, be and the same
 is hereby repealed, the purpose of this ordi-
 nance being to allow a transfer of the sign,
 erected under said ordinance No. 213, from

No. 202 St. Paul street to the premises described in the ordinance and the said William Wolters is thereupon authorized to erect the said electric sign without cost.

SEC. 4. *Be it further ordained*, That the privilege hereby granted shall be revocable at any time by an order from the Mayor or by an ordinance of the Mayor and City Council of Baltimore.

Approved December 9, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 420.

An ordinance entitled the "Ordinance of Estimates" for the year 1910.

Ordinance of
Estimates.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the following amounts are hereby appropriated for the Departmental Estimates, "Estimates for New Improvements," and "Estimates for Annual Appropriations," of the Mayor and City Council of Baltimore for the year 1910.

LIST NO. 1—"DEPARTMENTAL ESTIMATES."

Inspector of Buildings.

Salaries—Sixty-one thousand seven hundred and forty (\$61,740) dollars; repairs to city property (consolidated), two hundred and nineteen thousand one hundred and fifty (\$219,150) dollars; emptying cesspools, four hundred (\$400) dollars; livery and transportation, one thousand eight hundred (\$1,800) dollars; incidentals, four hundred (\$400) dollars.

Commissioners of Street Cleaning.

Salaries—Twenty-six thousand three hundred (\$26,300) dollars; street carts and men, one hundred and thirty-two thousand nine hundred and twelve (\$132,912) dollars; sweepers and scrapers, one hundred and forty-three thousand five hundred and twenty (\$143,520) dollars; sweeping machines and sprinklers, fifty-nine thousand five hundred and eighty-five (\$59,585) dollars; cleaning sewers and inlets, thirty-six thousand eight hundred and thirteen (\$36,813) dollars; tools, repairs, etc., seven thousand four hundred and eighty-five (\$7,485) dollars; incidental expenses, two thousand seven hundred and twenty (\$2,720) dollars; removal of garbage, sixty thousand five hundred (\$60,500) dollars; laying dust and preserving macadam roads, ten thousand (\$10,000) dollars; collection of ashes and garbage, one hundred and eighty-five thousand (\$185,000) dollars; removal and disposition of non-perishable waste, twenty-five thousand (\$25,000) dollars; emergency fund, ten thousand (\$10,000) dollars; destruction of weeds and grass, two thousand (\$2,000) dollars; Baltimore Sanitary Contracting Company, for payment of third instalment on account of sum of three hundred and seventy-two eight hundred and eighty-eight dollars and nineteen (\$372,888.19) cents awarded to the Baltimore Sanitary Contracting Company, sixty-three thousand eight hundred and twenty-five (\$63,825) dollars.

Ordinance of
Estimates.

Superintendent of Lamps and Lighting.

Ordinance of
Estimates.

Salaries—Sixteen thousand eight hundred and eight (\$16,808) dollars; gas lighting and maintenance, one hundred and forty-five thousand nine hundred and forty-five dollars and twenty-two (\$145,945.22) cents; electric lights and maintenance, one hundred and seventy-four thousand seven hundred and sixty-two dollars and five (\$174,762.65) cents; naphtha lamps and maintenance, twenty-six thousand six hundred and fifty (\$26,650) dollars; incidentals, three hundred (\$300) dollars.

Harbor Board.

Salaries—Five thousand eight hundred and sixty (\$5,860) dollars; dredging harbor, forty thousand four hundred and seventeen (\$40,417) dollars; iceboats, eighteen thousand four hundred and thirty (\$18,430) dollars; repairs to wharves, nine thousand five hundred and sixty (\$9,560) dollars; Light street bridge, salaries and maintenance, six thousand six hundred and nineteen (\$6,619) dollars; removal of ashes, one thousand one hundred (\$1,100) dollars; removal of floating matter, one thousand seven hundred and ten (\$1,710) dollars; incidentals, five hundred (\$500) dollars.

Commissioner of Health.

Salaries—One hundred thousand six hundred and forty (\$100,640) dollars; expenses, twenty-six thousand nine hundred and fifty (\$26,950) dollars; quarantine salaries, twelve thousand nine hundred and twenty-five (\$12,925) dollars; quarantine expenses,

seven thousand three hundred and fifty (Ordinance of
Estimates. \$7,350) dollars; Sydenham Hospital, salaries, eight thousand two hundred and sixty (\$8,260) dollars; Sydenham Hospital expenses, twelve thousand three hundred and forty-seven dollars and fifty (\$12,347.50) cents.

Board of Fire Commissioners.

Salaries—Six hundred and eighty thousand six hundred and thirty (\$680,630) dollars; expenses, one hundred and seventy-four thousand seven hundred (\$174,700) dollars; salaries Engine Company No. 38, five thousand eight hundred and sixty-two dollars and fifty (\$5,862.50) cents; equipment, fifteen thousand four hundred (\$15,400) dollars; salaries fire tug, three thousand two hundred and four (\$3,204) dollars; salaries pumping station, six thousand nine hundred and thirty-seven dollars and fifty (\$6,937.50) cents.

City Collector.

Salaries—Thirty-four thousand six hundred (\$34,600) dollars; expenses, five thousand (\$5,000) dollars.

City Engineer.

Salaries—Forty-four thousand and eighty (\$44,080) dollars; repairs, roads and streets, two hundred and fifty-five thousand seven hundred (\$255,700) dollars; repairs to sewers, sixteen thousand (\$16,000) dollars; maintenance of bridges and culverts, eighteen thousand four hundred (\$18,400) dollars; paving and repaving

Ordinance of
Estimates.

cross streets and paving in front of city property, forty-five thousand (\$45,000) dollars; livery and transportation, two thousand five hundred (\$2,500) dollars; foot-way crossings, five thousand (\$5,000) dollars; maintenance of property yard, two thousand eight hundred (\$2,800) dollars; incidentals, one thousand (\$1,000) dollars; advertising, three hundred (\$300) dollars; improvements and additions to drainage system, twenty-four thousand (\$24,000) dollars; grade establishments, six thousand five hundred (\$6,500) dollars; paving private alleys, ten thousand (\$10,000) dollars; emergency fund, twenty thousand (\$20,000) dollars.

Appeal Tax Court.

Salaries—Fifty-six thousand eight hundred (\$56,800) dollars; expenses, two thousand and five (\$2,005) dollars; refund taxes 1907 and 1908, ten thousand (\$10,000) dollars.

Liquor License Commission.

Salaries—Fourteen thousand one hundred (\$14,100) dollars; expenses, four thousand (\$4,000) dollars.

Commissioners for Opening Streets.

Salaries—Six thousand nine hundred (\$6,900) dollars; expenses, five hundred (\$500) dollars.

Supervisors of Elections.

Salaries—Fifteen thousand (\$15,000) Ordinance of
Estimates. dollars; expenses, three thousand one hundred and ninety-seven (\$3,197) dollars; registration, seventy six thousand and fifty-one dollars and fifty (\$76,051.50) cents; primary election, twenty-six thousand, four hundred and eighty-five (\$26,485) dollars; fall election, thirty-two thousand one hundred and ninety-five (\$32,195) dollars.

City Librarian.

Salaries—Thirty-nine hundred (\$3,900) dollars; expenses, twenty-three thousand one hundred and twenty (\$23,120) dollars.

Superintendent of Public Buildings.

Salaries—City Hall, sixteen thousand three hundred and forty (\$16,340) dollars; expenses, nine thousand six hundred (\$9,600) dollars; salaries City Hall Annex, three thousand three hundred and sixty (\$3,360) dollars; expenses, six thousand two hundred and fifty (\$6,250) dollars; salaries Court House, thirty-eight thousand four hundred and sixty-five (\$38,465) dollars; expenses, nineteen thousand six hundred (\$19,600) dollars.

Diary City Council.

Salaries—Forty-seven thousand seven hundred and fifty (\$47,750) dollars; expenses, eleven thousand three hundred and thirty-five (\$11,335) dollars.

Mayoralty.

Ordinance of
Estimates.

Salaries—Twelve thousand (\$12,000) dollars; expenses, two thousand eight hundred and forty-eight (\$2,848) dollars; auditing city departments, thirty-five thousand (\$35,000) dollars.

Department of Legislative Reference.

Salaries—Three thousand and eighty (\$3,080) dollars; expenses, five hundred and fifty (\$550) dollars.

City Register.

Salaries—Thirteen thousand four hundred (\$13,400) dollars; expenses, eleven hundred and fifty (\$1,150) dollars; state tax on city loans, forty-five thousand (\$45,000) dollars; ground rent on city property, forty-five thousand (\$45,000) dollars; advertising laws, four thousand (\$4,000) dollars; Enoch Pratt Free Library Fund, four thousand two hundred and fifty-eight (\$4,258) dollars; Commissioners of Finance, expenses, two thousand (\$2,000) dollars; interest on stock debt, two million one hundred and eighty-five thousand six hundred and five dollars and fifty (\$2,185,605.50) cents.

Comptroller.

Salaries—Fourteen thousand four hundred (\$14,400) dollars; expenses, twelve hundred and fifty (\$1,250) dollars; assistant market masters, six thousand four hundred (\$6,400) dollars; market cleaners, eight thousand and nine hundred and eighty (\$8,980) dollars; inspectors of

weights and measures, eighty thousand five hundred (\$80,500) dollars; insurance on city property, seven thousand five hundred (\$7,500) dollars; hose for various markets, eight hundred (\$800) dollars.

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Estimates.

Law Department.

Salaries—Twenty-three thousand four hundred (\$23,400) dollars; expenses, six thousand two hundred (\$6,200) dollars; judgments and suits, twenty thousand (\$20,000) dollars.

Topographical Survey.

Salaries—Eleven thousand five hundred and forty (\$11,540) dollars; expenses, seven hundred and thirty (\$730) dollars.

Free Public Bath Commission.

Salaries—Thirty-one thousand four hundred and seventy-three (\$31,473) dollars; expenses, twenty-four thousand two hundred and forty-three (\$24,243) dollars.

Board of School Commissioners.

Salaries—Office, eight thousand nine hundred (\$8,900) dollars; expenses, office, one thousand five hundred (\$1,500) dollars; salaries day schools, one million four hundred and fifty-five thousand nine hundred and twenty-two (\$1,455,922) dollars; expenses, day schools, one hundred and sixty-eight thousand four hundred and seventy (\$168,470) dollars; salaries, night schools, twenty-one thousand three hundred

Ordinance of
Estimates.

and twenty-one (\$21,321) dollars; expenses, night schools, four thousand five hundred (\$4,500) dollars; parental school, ten thousand (\$10,000) dollars; new equipment, forty-one thousand four hundred (\$41,400) dollars; teachers' retirement fund, expense, three thousand (\$3,000) dollars.

Board of Police Commissioners.

Salaries—One million, one hundred and seventy-six thousand eight hundred and ninety-four dollars (\$1,176,894) dollars; expenses, seventy-six thousand two hundred and fifty-seven (\$76,257) dollars; pensioners, twenty-nine thousand seven hundred and seventy-one dollars and twenty-three (\$29,771.23) cents.

Salaries—Four thousand and eight hundred (\$4,800) dollars; expenses, eight hundred and ninety-seven (\$897) dollars.

Supervisors of City Charities.

Salaries—Office, eight thousand seven hundred and sixty (\$8,760) dollars; expenses, office, one thousand three hundred (\$1,300) dollars; Bay View, salaries, forty-six thousand three hundred and six (\$46,306) dollars; Bay View, expenses, one hundred and twenty-five thousand five hundred and forty-three (\$125,543) dollars; care of insane, one hundred and eighty-three thousand (\$183,000) dollars; city patients in hospitals, sixty-eight thousand six hundred (\$68,600) dollars; destitute and neglected children, thirty-five thousand (\$35,000) dollars; dispensary service, nine thou-

sand two hundred (\$9,200) dollars; temporary care of homeless men, one thousand (\$1,000) dollars; transportation of poor to their homes, one thousand (\$1,000) dollars.

Ordinance of
Estimates.

Visitors to the Jail.

Salaries—Thirty-five thousand four hundred and twenty (\$35,420) dollars; expenses, twenty-eight thousand four hundred and sixty-nine (\$28,469) dollars.

Reformatories.

Maryland School for Boys, maintenance, twelve thousand eight hundred (\$12,800) dollars; manual training, nine thousand six hundred (\$9,600) dollars; repairs to Frederick road property, five hundred (\$500) dollars; repairs, improvements and equipment at Loch Raven, twenty-five thousand (\$25,000) dollars; St. Mary's Industrial School, maintenance of inmates from the city, forty-eight thousand (\$48,000) dollars; Industrial Home for Colored Girls, maintenance of inmates from the city, six thousand (\$6,000) dollars; House of Good Shepherd, maintenance of inmates from the city, five thousand one hundred and eighty-three (\$5,183) dollars; House of Good Shepherd for Colored Girls, maintenance of inmates from the city, four thousand five hundred and sixty (\$4,560) dollars; Female House of Refuge, maintenance of inmates from the city, eight thousand four hundred (\$8,400) dollars; repairs, one thousand five hundred (\$1,500) dollars; House of Reformation for Colored Boys, maintenance of inmates from the city,

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Estimates.

twenty-three thousand two hundred (\$23,200) dollars; National Junior Republic, maintenance of inmates from the city, four thousand two hundred (\$4,200) dollars; Home for Fallen and Friendless Women, maintenance of inmates from the city, one thousand and eighty (\$1,080) dollars; Universal Progressive School for Destitute and Orphan Colored Children, maintenance of inmates from the city, nine hundred and sixty (\$960) dollars.

General Expenditures.

Pension W. H. War, two hundred and sixty (\$260) dollars; Contingent Fund (to be expended by the Board of Estimates), fifty thousand (\$50,000) dollars; coroners (to be expended by the Comptroller), nine thousand (\$9,000) dollars; Board of Estimates, one thousand (\$1,000) dollars; Board of Public Improvements, six hundred (\$600) dollars; transportation to the House of Correction (to be expended by the Comptroller), five hundred (\$500) dollars; general licenses (to be expended by the Collector of Water Rents and Licenses and the Comptroller), two thousand one hundred (\$2,100) dollars; municipal telephone exchange (to be expended by the Comptroller), seventeen thousand four hundred and twelve (\$17,412) dollars; Enoch Pratt Free Library, equipment and maintenance of branch libraries already established, twenty thousand (\$20,000) dollars; care of habitual drunkards, two thousand seven hundred and ninety (\$2,790) dollars.

Courts.

Salaries—Court bailiffs, stenographers, etc., fifty-seven thousand (\$57,000) dollars; expenses, Criminal Court, eighty thousand five hundred and forty-seven dollars and fifty ((§80,547.50) cents; expenses, Baltimore City Court, seventeen thousand and thirty-three dollars and seventy-five (§17,033.75) cents; expenses, Court of Common Pleas, ten thousand seven hundred and seventy-six dollars and seventy (§10,776.70) cents; expenses, Superior Court, fourteen thousand six hundred and sixty-two dollars and sixty-five (§14,662.65) cents; expenses, Circuit Court, five hundred (§500) dollars; expenses, Circuit Court No. 2, five hundred (§500) dollars; salaries, Orphans' Court, ten thousand and sixteen (§10,016) dollars; expenses, Orphans' Court, one hundred (§100) dollars; salaries, Juvenile Court, nine thousand five hundred (§9,500) dollars; expenses, Juvenile Court, one thousand (§1,000) dollars; salaries, Supreme Bench, five thousand five hundred (§5,500) dollars; expenses, Supreme Bench, six hundred and thirty (§630) dollars; magistrates, nineteen thousand nine hundred (§19,900) dollars; Trust Department, Supreme Bench, one hundred and fifty (§150) dollars.

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Estimates.

Board of Park Commissioners.

Salaries—Office, four thousand four hundred and twenty-eight (§4,428) dollars; expenses, office, one thousand nine hundred and four (§1,904) dollars; salaries, parks and squares, one hundred and sixty-three

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Estimates.

thousand three hundred and forty-nine (\$163,349) dollars; expenses, parks and squares, two hundred and seven thousand three hundred and ninety-seven (\$207,397) dollars.

Collector of Water Rents and Licenses.

Salaries, Thirty thousand and twenty (\$30,020) dollars; expenses, two thousand one hundred and seven (\$2,107) dollars; interest on water loans, four hundred and thirty-five thousand (\$435,000) dollars; sinking fund on water loan of 1943, fifteen thousand seven hundred and fifty (\$15,750) dollars.

Water Board.

Salaries—Ninety-one thousand nine hundred and sixty (\$91,960) dollars; expenses, four hundred and ninety-seven thousand two hundred (\$497,200) dollars.

Electrical Commission.

Operating and maintaining completed conduits, salaries, eight thousand seven hundred and ninety-six (\$8,796) dollars.

LIST NO. 2—ESTIMATES FOR NEW IMPROVE-
MENTS.

Inspector of Buildings.

For completion of No. 51 School, nine thousand three hundred and sixty-one dollars and sixty-three (\$9,361.63) cents; for completion of No. 2 School, twenty-eight thousand four hundred and forty-three dollars and forty-two (\$28,443.42) cents; for

completion of No. 86 School, thirteen thousand four hundred and forty dollars and thirteen (\$13,440.13) cents; for completion of Western High School, thirty-one thousand and ninety-three dollars and ninety-one (\$31,093.91) cents; for completion of No. 2 Truck House, six thousand six hundred and ten dollars and eight (\$6,610.08) cents; for completion of No. 14 Truck House, two thousand six hundred and fifty-eight dollars and nineteen (\$2,658.19) cents; for completion of No. 16 Truck House, eleven thousand six hundred and seventy-four dollars and eighty-five (\$11,674.85) cents; for completion of City Jail, thirty thousand two hundred and seventy-eight dollars and ninety-seven (\$30,278.97) cents; for additional to Morgue, four thousand (\$4,000) dollars; for additional room and sanitary improvements in City Hall, eight thousand (\$8,000).

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Estimates.

Commissioner of Street Cleaning.

By Mayor, Comptroller and Commissioner of Street Cleaning, for purchase of site for storage at Pratt street stables, three thousand (\$3,000) dollars.

Harbor Board.

For bulkhead, old Marine Hospital, eighteen thousand (\$18,000) dollars, to be taken from the Wharves and Docks 1960 Loan; for acquiring property for approaches of Pratt street bridge, construction and paving, one hundred and eighty-five thousand (\$185,000) dollars; public

Ordinance of
Estimates.

wharves and docks, salaries, nineteen thousand and sixty-eight (\$19,068) dollars; public wharves and docks, construction, three hundred and fifty thousand (\$350,000) dollars.

Commissioner of Health.

For disinfecting plant at Morgue, two thousand two hundred (\$2,200) dollars; for incinerating plant at Morgue, two thousand four hundred (\$2,400) dollars; for power launch at Quarantine, eighteen hundred (\$1,800) dollars.

Board of Fire Commissioners.

For machinery for fire boat, sixty thousand (\$60,000) dollars, to be taken from the Fire Engine House 1957 Loan; for completion of pipe line system, two hundred and five thousand (\$205,000) dollars.

City Engineer.

For grading, curbing and paving with improved pavements:

To grade, curb and pave Marion street, from Howard street to Park avenue, with vitrified blocks; to grade, curb and pave Addison alley, from Ramsay street to Wilkens avenue, with vitrified blocks; to grade, curb and pave Lovegrove alley, from Adams alley to North avenue, with vitrified blocks; to grade, curb and pave Morton street, from Centre street to Hamilton street, with vitrified blocks; to grade, curb and pave alley in rear of 2000 block West Lexington street, from Pulaski street to

a ten-foot alley east of and parallel with Pulaski street, with vitrified blocks; to grade Pulaski street to the established grade, from Lexington to Saratoga streets, which is necessary to make the paving of the above alley effective; to grade, curb and pave Fayette street, from the east side of Luzerne street to the eastern city limits, with vitrified block, asphalt block, sheet asphalt or bitulithic; to grade, curb and pave Carey street, from the north side of Columbia avenue to the south side of Pratt street with standard granite blocks; to grade, curb and pave North avenue from the east side of Payson street to the east side of Druid Hill avenue, except between rails of car tracks, with sheet asphalt, asphalt, asphalt blocks, vitrified blocks or bitulithic; to grade, curb and pave Wilkens avenue from the east side of Fulton avenue to old western boundary with sheet asphalt, asphalt blocks, vitrified blocks or bitulithic; to grade, curb and pave Hollins street from the southwest side of Calverton road to the northeast side of Wilkens street with sheet asphalt, asphalt blocks, vitrified blocks or bitulithic; to grade, curb and pave Philadelphia road from the east side of Luzerne street to the eastern city limits with sheet asphalt, asphalt blocks, vitrified blocks or bitulithic; to grade, curb and pave Canton street from Eastern avenue to Lombard street, as provided in Ordinance No. 282, March 23, 1909, with vitrified blocks; to widen Edmondson avenue between Tenth and Eleventh streets; to grade, curb and pave Ostend street from Race street to Hanover street with sheet

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asphalt, asphalt blocks, vitrified blocks or bitulithic; to grade, curb and pave Canton street from Fairmount avenue to Fayette street, with vitrified blocks; to grade, curb and pave Twenty-fourth street east of York road with sheet asphalt, asphalt blocks, vitrified blocks or bitulithic, one hundred and ninety-five thousand five hundred and seventy dollars and sixty-seven (\$195,570.-67) cents.

For the construction of sewers and drains:

Extension of the sewer between Eleventh and Twelfth streets, Walbrook, southward in a proposed alley, from North avenue to Morris avenue, and thence in a southwesterly direction in Morris avenue to the culvert under said avenue, near the line of Twelfth street; lateral sewer in Westwood avenue, from the proposed alley between Eleventh and Twelfth streets to the east side of Eleventh street; lateral sewer in Morris avenue, from the proposed alley between Eleventh and Twelfth streets to the east side of Eleventh street; extension of the sewer between Thirteenth street and Chelsea Terrace, Walbrook, on private property, from the south side of Clifton avenue, in a southerly and southeasterly direction, following approximately the line of the existing stream, to Morris avenue; thence across Morris avenue and on city property to the stream; extension of the sewer constructed by the Sewerage Commission in Chester street and Clifton Park, from a point about twenty feet north of the south boundary of said park to the

south end of the culvert under the Baltimore and Ohio Railroad; thence from the north end of said culvert to the south end of culvert under the extension of Washington street in said park; drains for Edmondson avenue bridge, twenty-three thousand seven hundred (\$23,700) dollars; a steel bridge over Gwynn's Falls (on Franklin road), six thousand seven hundred (\$6,700) dollars; constructing base for Key Monument at Lanvale and Eutaw streets and remodeling street pavement, four thousand eight hundred (\$4,800) dollars.

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Commissioners for Opening Streets.

To be taken from Public Improvement 1940 (unappropriated balance \$2,504.15) and tax levy: Opening Cokesbury avenue as per Ordinance No. 274, approved May 9, 1907, fourteen thousand two hundred and fifty-four dollars and twenty-five (\$14,254.25) cents; Baker street, as per Ordinance No. 277, approved May 13, 1907, one thousand and five dollars and seven (\$1,005.07) cents; fifteen-foot alley, from Whitelock street to a fifteen-foot alley lying southeast of Park Terrace, as per Ordinance No. 84, approved April 6, 1908, eighty-three dollars and fifty-one (\$83.51) cents; twenty-foot alley, from Barclay street to Sumwalt's lane, as per Ordinance No. 58, approved January 2, 1908, four hundred and twenty dollars and sixty-eight (\$420.68) cents; Rose street, as per Ordinance No. 241, approved January 20, 1909, one thousand six hundred and fifty-one dollars and forty-three (\$1,651.43) cents; Parkwood avenue, as per

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Ordinance No. 251, approved February 8, 1909, two thousand five hundred and seventy-eight dollars and ninety-five (\$2,578.95) cents; Hilton street (formerly Eleventh street), as per Ordinance No. 339, approved June 14, 1909, four hundred and forty-seven dollars and forty-four (\$447.44) cents.

To be taken out of the proceeds of the loan of two million dollars authorized by Chapter 274 of the Acts of the General Assembly of Maryland, 1904, and Ordinance of the Mayor and City Council of Baltimore, No. 216, approved March 5, 1905; salaries, executive force, ten thousand and sixty (\$10,060) dollars.

For the acquisition, pursuant to said Act and Ordinance, by the Mayor and City Council of Baltimore, acting by and through the agency of the Commissioners for Opening Streets, by gift, purchase, lease (whatever the duration of the lease), or by other methods of acquisition, or by condemnation of any private property, whatsoever, including streets, avenues, lanes and alleys, rights or interests, franchises, privileges or easements, that may be required to open, widen, extend, straighten, close, grade or pave any street, avenue, lane or alley, or to broaden any sidewalk for the cost under said Act and ordinance of condemning, laying out, opening, extending, widening, straightening, closing, grading and paving streets, avenues, lanes and alleys, or parts thereof, and of establishing and fixing the building lines and widths of sidewalks on streets, avenues, lanes or alleys,

and for the cost under said Act and ordinance of exercising any further duties or powers imposed or conferred upon said Commissioners for Opening Streets, by the terms of said Act and ordinance and for the needs and expenses generally, of said Commissioners for Opening Streets, in connection with any or all of the purposes contemplated by said Act and ordinance, thirty-four thousand and eighty-four dollars and twenty-two (\$34,084.22) cents.

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Free Public Bath Commission.

For baths in Neighborhood House, Hampden, three thousand (\$3,000) dollars.

Board of School Commissioners.

For the annual payment, with interest, on the New Polytechnic Institute, eighty-eight thousand three hundred and forty-three dollars and seventy-five (\$88,343.75) cents; for the purchase of additional lot School No. 99, nine thousand four hundred and twenty (\$9,420) dollars; for purchase of additional lot School No. 68, nine thousand (\$9,000) dollars; for purchase of additional lot School No. 86, seven thousand two hundred (\$7,200) dollars; for purchase of additional lot School No. 4, eight thousand (\$8,000) dollars; for purchase of additional lot for School at Waverly, Windemere avenue, five thousand (\$5,000) dollars; for purchasing of lot and completion School No. 60, ten thousand (\$10,000) dollars; for purchase of lot and erection of addition to School No. 76, twenty thousand (\$20,000) dollars; for purchase of lot for

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school in vicinity of Chester, Fayette and Washington street and Fairmount avenue, thirty thousand (\$30,000) dollars; for completing School No. 70, fifty thousand (\$50,000) dollars.

Supervisors of City Charities.

For erecting power house and machinery Bay View Asylum, twenty-five thousand (\$25,000) dollars; for completion of hospital building, eighty-seven thousand (\$87,000) dollars.

Electrical Commission.

To be taken from the 1928 and 1958 Loan :

Salaries—Eighteen thousand eight hundred (\$18,800) dollars; construction, three hundred and sixty-four thousand (\$364,000) dollars.

Board of Park Commissioners.

To be taken from the receipts of the Park Commission :

New improvements, general, one hundred and ninety thousand one hundred and seventy-seven dollars and seventy-three (\$190,177.73) cents.

Water Board.

To be taken from the tax levy :

For completing sixteen-inch main in Thirty-ninth and Fortieth streets, fourteen thousand three hundred (\$14,300) dollars; for completing force main in Seventh street, from North avenue to new high service

reservoir, fifteen thousand (\$15,000) dollars; for acquiring bed of Seventh street, eight hundred (\$800) dollars. Ordinance of
Estimates.

To be taken from Water 1943 and 1958 Loans:

For such construction work as may be done on new high service reservoir during the year 1910, salaries, executive force, to be appointed or employed, if and as when needed, in the discretion of the Water Board, fifteen thousand nine hundred and sixty (\$15,960) dollars; construction expenses, one hundred and forty-seven thousand one hundred (\$147,100) dollars; new high service reservoir gate, twelve thousand (\$12,000) dollars.

For the purchase of land and buildings in the Gunpowder Valley for such construction work as will be done on the improvements contemplated under the new loan, for engineering instruments and office equipment and for salaries of such additional engineering force as may be required, the same as fixed, to be approved by the Board of Estimates, one million (\$1,000,000) dollars.

Sewerage Commission.

To be taken from the tax levy:

For erecting disposal plant Forest Park, thirty-five thousand (\$35,000) dollars.

To be taken out of the proceeds of the Sewerage Loan, authorized by Chapter 349 of the Acts of the General Assembly of Maryland for the year 1904, and Ordinance

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of the Mayor and City Council of Baltimore, No. 227, approved March 20, 1905:

Administrative salaries, twenty-six thousand nine hundred (\$26,900) dollars; salaries of construction force, one hundred and forty-seven thousand three hundred and sixty (\$147,360) dollars; special expenses, twenty-seven thousand nine hundred and sixty-two (\$27,962) dollars.

For the cost and expense of projecting, constructing and establishing a sewerage system for the City of Baltimore, under said Act and ordinance, including the acquisition by the Mayor and City Council of Baltimore, acting by and through the agency of the Sewerage Commission, by gift, purchase, lease (whatever the duration of the lease), or other like methods of acquisition, or by condemnation of land or property, or any interest, franchise, easement, right or privilege, therein which may be required for the purpose of said Act and ordinance; construction one million one hundred and ninety thousand (\$1,190,000) dollars.

LIST NO. 3—ESTIMATES FOR ANNUAL APPROPRIATIONS.

Maryland Institute, twelve thousand (\$12,000) dollars; Veteran Volunteer Firemen's Association, one thousand (\$1,000) dollars; Children's Playground Association, twelve thousand (\$12,000) dollars; Bar Library Association, two thousand five hundred (\$2,500) dollars.

City Engineer.

Sewer in Eastern avenue, as per Ordinance 263, approved February 24, 1909, fourteen thousand seven hundred (\$14,700) dollars; regrading and repaving Stag alley, north side Marion street to south side of Lexington street, as per Ordinance No. 345, approved June 21, 1909, seven hundred (\$700) dollars; regrading and repaving Lovegrove alley, from south side of Mt. Royal avenue to the north side of Preston street, as per Ordinance No. 337, approved June 10, 1909, two thousand five hundred (\$2,500) dollars; regrading and repaving Hargrove alley, from south side of Mt. Royal avenue, to north side of Preston street, as per Ordinance No. 380, approved August 4, 1909, three thousand (\$3,000) dollars; regrading and repaving Garrett street, from the west side of Howard street to the east side of Eutaw street, as per Ordinance No. 381, approved August 4, 1909, two thousand three hundred and seventy-five (\$2,375) dollars.

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Board of Fire Commissioners.

Ordinance No. 347, approved June 28, 1909, for the granting of a sum of money to Catherine Freiman, four hundred and fifty (\$450) dollars; Ordinance No. 348, approved June 28, 1909, for the granting of a sum of money to Lottie C. Curry, three hundred (\$300) dollars; Ordinance No. 363, approved July 21, 1909, for the granting of a sum of money to Agnes Lindsay, four hundred and fifty (\$450) dollars; Ordinance No. 377, approved July 29, 1909,

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for the granting of a sum of money to Mary A. McGraw, four hundred (\$400) dollars; Ordinance No. 382, approved August 4, 1909, for the granting of a sum of money to Laura V. Gesswein, four hundred and fifty (\$450) dollars.

Pending in Council and subject to passage:

Ordinance No. 731, for the granting of a sum of money to Joanna Braden, four hundred (\$400) dollars; Ordinance No. 867, for the granting of a sum of money to Kate Mennigue, three hundred (\$300) dollars; Ordinance No. 868, for the granting of a sum of money to W. Franke, four hundred (\$400) dollars.

Miscellaneous.

Ordinance No. 897, for the acquisition of two lots, bed of proposed Thirty-second street, between Hillen and Harford roads, eight hundred (\$800) dollars; Ordinance No. 372, approved July 26, 1909, new Charter Revision Commission, five thousand (\$5,000) dollars.

Pending and subject to passage, Ordinance for Municipal Athletic Grounds, five hundred (\$500) dollars.

Sinking Funds.

General Fund—Fifty-seven thousand five hundred and eighty-six dollars and thirty-one (\$57,586.31) cents; Water 1916 Loan, sixty-five thousand eight hundred and twelve dollars and ninety-two (\$65,812.92) cents; Public Improvement 1940 Loans,

sixty-five thousand eight hundred and twelve dollars and ninety-two (\$65,812.92) cents; Internal Improvement 1928 Loan, ninety-eight thousand seven hundred and nineteen dollars and thirty-eight (\$98,719.38) cents; Funding 1936 Loan, thirty-two thousand nine hundred and six dollars and forty-six (\$32,906.46) cents; Conduit 1922 Loan, thirty-two thousand nine hundred and six dollars and forty-six (\$32,906.46) cents; Refunding 1940 Loan, sixty-five thousand eight hundred and twelve dollars and ninety-two (\$65,812.92) cents; Conduit 1928 Loan, thirty-two thousand nine hundred and six dollars and forty-six (\$32,906.46) cents; Water 1922 Loan, sixteen thousand four hundred and fifty-three dollars and twenty-three (\$16,453.23) cents; Water 1926 Loan, thirty-two thousand nine hundred and six dollars and forty-six (\$32,906.46) cents; Burnt District 1954 Loan, sixty-five thousand eight hundred and twelve dollars and ninety-two (\$65,812.92) cents; Four Millien 1945 Loan, sixteen thousand four hundred and fifty-three dollars and twenty-three (\$16,453.23) cents; Annex 1954 Loan, seventeen thousand five hundred (\$17,500) dollars; Sewerage 1980 Loan, thirty-seven thousand (\$37,000) dollars; Fire Engine 1957 Loan, eight thousand eight hundred (\$8,800) dollars; School House 1957 Loan, eight thousand eight hundred (\$8,800) dollars; Water 1958 Loan, thirty-eight thousand (\$38,000) dollars; Conduit 1958 Loan, seven thousand six hundred (\$7,600) dollars; Dock 1960 Loan, seven thousand six hundred (\$7,600) dollars; Public Park Improvement 1955 Loan,

Ordinance of
Estimates.

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Estimates.

eight thousand eight hundred (\$8,800) dollars; Water 1943 Loan, fifteen thousand seven hundred and fifty (\$15,750) dollars.

Total appropriations—Seventeen million one hundred and sixteen thousand six hundred and thirty-five dollars and fifteen (\$17,116,635.15) cents.

Approved December 10, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 421.

An ordinance granting permission to the Sperry & Hutchinson Co. to place an electric sign in front of their premises known as 412 N. Howard street.

Sperry & Hutch-
inson Co.,
electric sign.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to the Sperry & Hutchinson Company of Baltimore city, to place an electric sign in front of their premises known as No. 412 North Howard street; said sign to extend ten feet from the building line and to be four feet by ten feet long, and to be supported and erected as approved by the Inspector of Buildings, and to be at least ten feet above the pavement; said sign to bear the words in incandescent letters on both sides, "S. & H. Green Trading Stamps," and no other words.

SEC. 2. *Be it further ordained*, That the said sign shall be erected under the supervision of the Inspector of Buildings of Baltimore City, and that the privilege hereby granted shall be revocable at any time, by

order from the Mayor or by an ordinance of the Mayor and City Council of Baltimore.

SEC. 3. *Be it further ordained*, That the Mayor and City Council of Baltimore, hereby expressly reserves the right in the interest of the public, full municipal superintendence, regulation and control, in respect to all matters connected with this grant, and not inconsistent with the terms thereof.

SEC. 4. *Be it further ordained*, That the said Sperry & Hutchinson Company shall pay to the Mayor and City Council of Baltimore the sum of ten dollars for the privilege granted, the same to be paid before said sign shall be erected. Ten dollars.

SEC. 5. *And be it further ordained*, That this ordinance shall take effect on the day of its passage.

Approved December 16, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 422.

An ordinance granting permission to B. Sachs to place an electric sign in front of his premises known as 211512117 Pennsylvania avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to B. Sachs to construct and place an electric sign in front of his premises known as Nos. 2115 and 2117 Pennsylvania avenue; said sign to be constructed upon the B. Sachs,
electric sign.

following terms and specifications, that is to say: That the said sign shall be about nine feet in length and three and one-half feet in height; it shall not extend more than eleven feet beyond the building line; that the said sign shall display the words, "Great Northwestern Liquor House," and no other words, and said words and surrounding border shall be illuminated by such scheme of electric lighting as will be approved by the Inspector of Buildings; that the said sign shall hang not less than ten feet six inches above the sidewalk, and shall be fastened and supported to the afore-said premises in such a way and by such appliances as may be required by the Inspector of Buildings; that the general design and the miscellaneous details as to the construction and the hanging of the said sign shall be under the supervision and subject to the approval of the Inspector of Buildings.

SEC. 2. *And be it further ordained*, That the right and duty are hereby expressly reserved to the Mayor and City Council of Baltimore at all times to exercise, in the interest of the public, full municipal superintendence, regulation and control in respect to all matters connected with the grant herein contained and not inconsistent with the terms thereof.

Ten dollars.

SEC. 3. *And be it further ordained*, That the said B. Sachs shall pay to the Mayor and City Council of Baltimore the sum of ten dollars for the privilege above granted; the said sum to be paid before the said sign is erected.

SEC. 4. *And be it further ordained*, That the privilege hereby granted shall be revocable at any time by an order from the Mayor or by an ordinance of the Mayor and City Council of Baltimore.

Approved December 16, 1903.

J. BARRY MAHOOL, *Mayor*.

No. 423.

An ordinance granting to Leon Levi permission to erect an electric sign in front of his premises known as No. 309 West Lexington street.

SECTION 1. *Be it ordained by the Mayor* ^{Leon Levi,} *and City Council of Baltimore*, That permission be and the same is hereby granted to Leon Levi to construct and place an electric sign, with double-face effect, in front of his premises known as No. 309 West Lexington streets, said sign to be constructed and placed upon the following terms and conditions, that is to say:

(1) That the said sign shall be about eleven feet long and five feet high; but it shall not extend more than approximately eleven feet beyond the building line.

(2) That the said sign may display the words, "Leon Levi, Diamonds, Jewelry," wrought in such lettering as shall meet the approval of the Inspector of Buildings.

(3) That the said sign shall hang not less than ten feet above the sidewalk and shall be fastened and supported to the

aforesaid premises in such a way and by such appliances as may be required by the Inspector of Buildings.

(4) That the general design and miscellaneous details as to the construction and hanging of said sign shall be under the supervision and subject to the approval of the Inspector of Buildings.

SEC. 2. *And be it further ordained*, That the right and duty are hereby expressly reserved to the Mayor and City Council of Baltimore at all times to exercise in the interest of the public, full municipal superintendence, regulation and control in respect to all matters connected with the grant herein contained and not inconsistent with the terms thereof.

Ten dollars.

SEC. 3. *And be it further ordained*, That the said Leon Levi shall pay to the Mayor and City Council of Baltimore the sum of ten dollars for the privilege herein granted, the said sum to be paid before the said sign is erected.

SEC. 4. *And be it further ordained*, That the privilege hereby granted shall be revocable at any time by an order from the Mayor or by an ordinance of the Mayor and City Council of Baltimore.

Approved December 16, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 424.

An ordinance accepting the dedication of Windsor avenue, from Tenth street to Twelfth street.

WHEREAS, Windsor avenue, in the City of Baltimore, extending from Tenth street to Twelfth street (all of said streets being located as shown on the Plan of Streets for the Annex, adopted under Ordinance No. 129, approved December 3, 1898), has been open as a street for more than the period of one year, during which said period of time it has connected continuously with, and opened into, a public street of said City of Baltimore, passage between said Windsor avenue and said public street not having been barred or obstructed at any time during said period of time by a wall, fence or other similar obstruction erected along the dividing line between them; and

Windsor avenue,
dedication as a
public highway.

WHEREAS, The said Windsor avenue, from Tenth street to Twelfth street, has thereby become dedicated to public use as a public highway; now, therefore

Be it ordained by the Mayor and City Council of Baltimore, That the aforesaid dedication of said Windsor avenue, from Tenth street to Twelfth street, be and the same is hereby accepted, and said street is hereby declared to be henceforth a public highway of the City of Baltimore.

Approved December 20, 1909.

J. BARRY MAHOOL, *Mayor.*

No. 425.

An ordinance authorizing the Mayor of Baltimore city to acquire, by purchase, on behalf of the Mayor and City Council of Baltimore, two lots of ground in Baltimore city, which include all those parts of Thirty-second street, as proposed to be opened, between Hillen road and Harford road, the title to which is not now vested in the Mayor and City Council of Baltimore, and providing that after such acquisition Thirty-second street shall be opened between said Hillen and Harford roads, in the location indicated on the amended Plan of Proposed Streets for the Annex of the Topographical Survey Commission, and that so much of the property to be acquired, as aforesaid, as shall not lie in the bed of said street, shall be subject to the control of the Water Board.

Opening of
Thirty-second
street.

Purchasing of
two lots of
ground.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Mayor of Baltimore city be and he is hereby authorized and directed to purchase, for a sum not exceeding eight hundred (\$800) dollars, two lots or parcels of ground, lying in the City of Baltimore, and described as follows:

Description.

Beginning for the same at the intersection of the northwest side of the Harford road with the southwest side of Thirty-second street, as located on the Plan of Proposed Streets adopted by the Topographical Survey Commission, and amended by Ordinance No. 116 of the Mayor and City Council of Baltimore, approved May 18, 1908, and running thence northeasterly on said Harford turnpike sixty-five (65) feet to the northeast outline of the land owned by Theodore Cooke; thence northwesterly on said outline four hundred and seventy-eight (478) feet to the south $16\frac{1}{2}$ degrees west one hundred and fifty-three foot line mentioned in deed from L. B. Keene Clagett, agent to Theodore Cooke, recorded

in Liber R. O. No. 1825, folio 148; thence southwesterly, binding on said line seventy-three feet to the south side of Thirty-second street, laid out and adopted as above; thence easterly and southeasterly, following the curve of said street and bounding on the south side thereof four hundred and sixty-eight (468) feet to the place of beginning.

And beginning for the second of said lots at the intersection of the east side of the Hillen road and the south side of Thirty-second street as above set forth, and running thence easterly, binding on the south side of Thirty-second street three hundred and ninety (390) feet to the intersection of the south side of Thirty-second street with the northeast outline of the land owned by the said Theodore Cooke, as above; thence northwesterly, binding on said outline three hundred and ninety-three (393) feet to the east side of the Hillen road, and thence southerly on said Hillen road, seventy-four (74) feet to the place of beginning.

SEC. 2. *And be it further ordained*, That after conveyance to the Mayor and City Council of Baltimore of the lots of ground described in the first section hereof, the land constituting the bed of Thirty-second street, between the Hillen road and the Harford road, as said Thirty-second street is located on the Plan of Proposed Streets of the Topographical Survey Commission, as amended by Ordinance No. 116, approved May 18, 1908, shall constitute a public highway of the City of Baltimore, and that so

much of the land to be acquired under the provision hereof, as shall not be included within the lines of said Thirty-second street shall be subject to the control of the Water Board.

SEC. 3. *And be it further ordained*, That no deed shall be accepted under the provision hereof, until the same shall have been approved by the City Solicitor.

Eight hundred
dollars.

SEC. 4. *And be it further ordained*, That the sum of eight hundred (\$800) dollars, or so much thereof as may be needed, be and the same is hereby appropriated out of the tax levy of the year 1910, for the acquisition of the land hereinbefore described.

Approved December 20, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 426.

An ordinance granting authority to Henry Kraus, Henry Laupheimer and Samuel Dealham, Jr., trading as Kraus and Company, to connect the rear of premises of said firm known as 109 West Pratt street and now occupied by them, by a covered superstructure or bridgeway above and across Cypress alley, connecting premises 109 and 111 West Pratt street on the third floor level.

Kraus & Co.

Be it ordained by the Mayor and City Council of Baltimore, That in pursuance of the power vested in it, and for the convenience of Henry Kraus, Henry Laupheimer and Samuel Dealham, Jr., co-partners, trading as Kraus & Company, authority be and the same is hereby granted

to said Henry Kraus, Henry Laupheimer and Samuel Dealham, Jr., co-partners, trading as Kraus & Company, and their heirs, executors, administrators and assigns, to construct, erect and maintain at their own cost for a period not exceeding twenty-five years, one covered superstructure or bridgeway over and across the surface of Cypress alley, which shall connect the third floor level of premises Nos. 109 and 111 West Pratt street upon the following terms and conditions:

- (1) That said superstructure or bridge-
 way shall extend from and connect the
 third floor of premises occupied by Kraus
 & Company at the corner of Pratt and
 Hanover streets with the corresponding
 floor of the building or improvements to
 be occupied by them at the intersection of
 Pratt street and Cypress alley; that the
 bottom of the said superstructure or bridge-
 way shall, in order to permit the free pas-
 sage of vehicles of every kind along said
 alley now known as Cypress alley, be not
 less than fourteen feet from the surface
 of said alley; that said superstructure or
 bridgeway shall be not more than eight
 feet wide and to extend from the rear of
 building No. 109 West Pratt street to the
 building No. 111 West Pratt street across
 said Cypress alley, and the basis of said
 superstructure or bridgeway shall be
 formed of steel frame, covered with fire-
 proof material in order not to obstruct the
 air and light now received from said alley
 by the occupants of the building adjacent
 to or adjoining said superstructure or

Superstructure
over Cypress
alley.

Conditions.

109 and 111 West
Pratt street.

bridgeway. No woodwork or other combustible material to be used in the construction of such superstructure or bridgeway, and said superstructure or bridgeway shall be erected and completed under the supervision and to the satisfaction of the Inspector of Buildings of Baltimore City.

(2) That the Mayor and City Council of Baltimore hereby expressly reserve the right and duty at all times to exercise in the interest of the public, full authority, superintendence, regulation and control in respect to all matters connected with this grant and not inconsistent with the terms thereof.

(3) That in the event of the failure of said Henry Kraus, Henry Laupheimer and Samuel Dealham, Jr., co-partners, trading as Kraus & Company, their heirs, executors, administrators and assigns, to maintain said superstructure or bridgeway in good condition throughout the full term of this grant, or to comply with the terms of this ordinance, the same shall be revocable by the Mayor and City Council of Baltimore.

(4) That said superstructure or bridge-way shall be begun within ninety days from the passage of this ordinance and be completed on or before the expiration of four months from the passage of said ordinance.

Nineteen and
twenty-one hun-
dredths dollars.

(5) That the said Henry Kraus, Henry Laupheimer and Samuel Dealham, Jr., co-partners, trading as Kraus & Company, shall pay to the Mayor and City Council of Baltimore as compensation for the franchise hereby granted the sum of nineteen and twenty-one hundredths dollars.

SECTION 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved December 20, 1909.

J. BARRY MAHOOL, *Mayor.*

No. 427.

An ordinance changing the name of Leonard street to Frederick street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the name of Leonard street (formerly Frederick street) be and the same is hereby changed from Leonard street to Frederick street.

Leonard street
named Frederick
street.

Approved December 20, 1909.

J. BARRY MAHOOL, *Mayor.*

No. 428.

An ordinance allowing discounts for the prompt payment of taxes in the year 1910.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the City Collector be and he is hereby authorized and directed to allow on all bills for taxes on real estate and chattels real, levied and imposed for the year nineteen hundred and ten, a discount of two and one-half per cent., if paid on or before the thirty-first day of January; a discount of two per cent. if paid on or before the twenty-eighth day

Discount on
taxes.

of February; a discount of one and one-half per cent. if paid on or before the thirty-first day of March; a discount of one per cent. if paid on or before the thirtieth day of April; a discount of one-half per cent. if paid on or before the thirty-first day of May.

SEC. 2. *And be it further ordained, That the City Collector be and he is hereby authorized and directed to allow on all bills for taxes on personal chattels, stocks and like securities, levied and imposed for the year nineteen hundred and ten, a discount of two and one-half per cent. if paid on or before the thirty-first day of January; a discount of two per cent. if paid on or before the twenty-eighth day of February; a discount of one and one-half per cent. if paid on or before the thirty-first day of March; a discount of one per cent. if paid on or before the thirtieth day of April.*

Approved December 23, 1909.

J. BARRY MAHOOL, *Mayor.*

No. 429.

An ordinance to lay and collect a tax, for the use of the City of Baltimore, on all bonds, certificates of indebtedness or evidences of debt, in whatsoever form made or issued by any public or private corporation, and also on shares of stock in foreign corporations for the year 1910.

Tax on bonds,
etc., thirty
cents.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That for the year 1910, a tax for the use of the City of Baltimore of thirty cents on every one*

hundred (\$100) dollars worth of assessed value of all bonds, certificates of indebtedness or evidences of debt, in whatsoever form made or issued by any public or private corporation, incorporated by this State, or any other State, territory, district or foreign country, or issued by any State (except the State of Maryland), territory, district or foreign country, not exempted from taxation by the laws of this State, and owned by residents of the City of Baltimore, and also a tax of thirty cents for the use of the City of Baltimore, on every one hundred (\$100) dollars of assessed value of all shares of stock or shares in any bank, other than a national bank, or in any company or corporation incorporated by or located in and doing business in any other State, the District of Columbia or in any territory or foreign country, owned by residents of the City of Baltimore, be and the same is hereby levied and imposed in accordance with Section 201, Article 81 of the Code of Public General Laws, title "Revenue and Taxes;" said taxes to be collected and paid in the manner prescribed by the laws of the State of Maryland and the ordinances of the Mayor and City Council of Baltimore.

Tax on bonds,
etc., thirty
cents.

Approved December 23, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 430.

An ordinance to lay and collect a tax, for the use of the City of Baltimore, or suburban property of Baltimore city for the year 1910.

Suburban tax
rate.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That for the year nineteen hundred and ten, a direct tax of one dollar and thirty (\$1.30) cents, for the use of the City of Baltimore be and the same is hereby levied and imposed on every one hundred (\$100) dollars worth of suburban property of Baltimore city, as such suburban property is defined by and directed to be classified by Chapter 286 of the Acts of the General Assembly of Maryland, passed at the January session nineteen hundred and eight, the rate of taxation upon which for city purposes is by provision of law not to exceed the sum of one dollar and thirty (\$1.30) cents upon every one hundred (\$100) dollars worth of such suburban property; said tax to be collected and paid in the manner prescribed by the Laws of the State of Maryland, and the ordinance of the Mayor and City Council of Baltimore.

Approved December 23, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 431.

An ordinance to lay and collect a tax for the use of the City of Baltimore on rural property in Baltimore city, as such property is defined by and directed to be classified by Chapter 286 of the Acts of 1908 for the year 1910.

Rural tax rate.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore city*, That for the year nineteen hundred and ten, a direct tax of sixty-six and one-third cents for the use of the City of Baltimore be and

the same is hereby levied and imposed on every one hundred (\$100) dollars of rural property of Baltimore city, as such property is defined by and directed to be classified by Chapter 286 of the Acts of the General Assembly of Maryland, passed at the January session of nineteen hundred and eight; the rate of taxation upon which for city purposes is by provision of law to be not less than sixty-six and one-third cents upon every one hundred (\$100) dollars worth of such rural property; said tax to be collected and paid in the manner prescribed by the laws of the State of Maryland and the ordinance of the Mayor and City Council of Baltimore.

Approved December 23, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 432.

An ordinance to lay and collect a tax for the use of the City of Baltimore for the year 1910.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That for the year nineteen hundred and ten, a tax of one dollar and ninety-nine (\$1.99) cents be and the same is hereby levied and imposed upon every one hundred (\$100) dollars worth of assessable property in the City of Baltimore (excepting such property as may, by provision of law, be exempt from this rate), for the use of the City of Baltimore, and said tax shall be collected and paid in the manner prescribed by the Acts of the General Assembly of Maryland* General tax rate.

and the ordinances of the Mayor and City Council of Baltimore and shall be apportioned as follows: General, thirty-one and seven thirty-second cents; Police Department, thirty-four and five-eighth cents; public schools, forty-two and one-fourth cents; city poor, twenty-one and five-eighth cents; interest on stock debt, forty-one and five-eighth cents; courts, six and three thirty-second cents; General Sinking Fund, one and three-fourths cents; Water 1916 Loan Sinking Fund, two cents; Water 1922 Loan Sinking Fund, one-half cent; Water 1926 Loan Sinking Fund, one cent; Internal Improvement 1928 Sinking Fund, three cents; Public Improvement 1940 Loan Sinking Fund, two cents; Four Million 1945 Loan Sinking Fund, one-half cent; Funding 1936 Loan Sinking Fund, one cent; Conduit 1922 Loan Sinking Fund, one cent; Conduit 1928 Loan Sinking Fund, one cent; Refunding 1940 Loan Sinking Fund, two cents; Burnt District Improvement 1954 Loan Sinking Fund, two cents; Annex Improvement 1954 Loan, Sewerage 1980 Loan, Fire Engine House 1957 Loan, School House 1957 Loan, Water 1958 Loan, Conduits 1958 Loan and Dock 1960 Loan, Sinking Funds, collectively, three and twenty-six thirty-second cents.

Approved December 23, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 433.

An ordinance providing for the licensing of employment agencies.

Licensing of
employment
agencies.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That no person shall carry on the business of an*

employment agency, nor engage in the business of procuring domestic servants for persons desiring the same, nor procuring employment for domestic servants who shall desire employment, without first obtaining a license to conduct an employment agency; and it shall be the duty of the Collector of Water Rents and Licenses to issue licenses for employment agencies annually, and to charge for each and every such license the sum of twenty-five dollars; and to keep a record of the name and place of business of each and every person, firm or corporation, who may take out such license, which record shall be kept on file in his office.

SEC. 2. *And be it further ordained*, That every person, firm or corporation, who shall take out a license under the foregoing section, and who shall conduct an employment agency under such license, shall register his, her on its full name and address with the Collector of Water Rents and Licenses during the first week of January in each year, and shall exhibit on the front of the building in which such business shall be conducted, a sign containing the words, "Licensed Employment Agency," and the name of the person, firm or corporation so conducting such business.

SEC. 3. *And be it further ordained*, That any person, firm or corporation, who shall violate any of the provisions of this ordinance shall forfeit and pay a fine not in excess of fifty (\$50) dollars, to be collected as other fines for the violation of city ordinances are collected.

Approved December 23, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 434.

An ordinance to lay and collect a tax, for the use of the State of Maryland, for the year 1910.

State tax rate.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That for the year nineteen hundred and ten, a tax of sixteen cents on every one hundred (\$100) dollars worth of assessable property in the City of Baltimore, and in like proportion for any greater or less amount assessed by the Appeal Tax Court, pursuant to the Acts of the General Assembly of Maryland in such behalf, be and the same is hereby levied and imposed, to be collected and accounted for as provided by such Acts of Assembly in such funds as the Collector of State taxes shall be authorized to receive in payment of the tax imposed for the use of the State of Maryland.

Approved December 23, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 435.

An ordinance to levy and collect, for the use of the Collector of State Taxes for Baltimore City for the year 1910, and on the amount of all State taxes for prior years in arrears which may be collected by him for the year nineteen hundred and ten.

Commission for
the collection
of State taxes

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That a commission equivalent to one-half of one per centum on the amount to be placed in the hands of the Collector of State Taxes for Baltimore City for the year nineteen

hundred and ten, and on the amount of all State taxes for prior years in arrears, which may be collected by him during the year nineteen hundred and ten, be and the same is hereby levied and imposed upon all the assessable property in the City of Baltimore; said commission to be collected as other charges are collected.

Approved December 31, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 436.

An ordinance granting a sum of money to Wilhelmina Franke, widow of Charles Louis Franke, a deceased fireman of the Baltimore City Fire Department.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the sum of four hundred (\$400) dollars be and the same is hereby appropriated to Wilhelmina Franke, widow of Charles Louis Franke, a deceased fireman of the Baltimore City Fire Department, who lost his life in the performance of duty at fire at Laurel, Maryland, on August 27, 1898, for the support of the said Wilhelmina Franke and her children, and the said appropriation of four hundred (\$400) dollars to be taken out of the levy of 1910.

Wilhelmina
Franke, pension
of four hun-
dred dollars.

SEC. 2. *Be it further ordained*, That this ordinance take effect from the date of its passage.

Approved January 8, 1910.

J. BARRY MAHOOL, *Mayor*.

No. 437.

An ordinance authorizing and directing the Mayor, Comptroller and President of the Board of Fire Commissioners to acquire by purchase or condemnation land in the vicinity of Baltimore and Fremont streets, in the City of Baltimore, and providing for the erection of a suitable building on said lot for the use of the Baltimore City Fire Department.

Engine house,
Baltimore and
Fremont
streets.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That the Mayor, Comptroller and President of the Board of Fire Commissioners be and they are hereby authorized and directed to acquire, by purchase or condemnation, the necessary land in the vicinity of Baltimore and Fremont streets, in the City of Baltimore, and that there shall be erected thereon a suitable engine house for the use of the Baltimore City Fire Department.*

SEC. 2. *And be it further ordained, That the Inspector of Buildings be and he is hereby authorized and directed to have erected on the land so acquired a suitable engine house for the use of the Baltimore City Fire Department.*

Thirty-five
thousand
dollars.

SEC. 3. *And be it further ordained, That the sum of thirty-five thousand (\$35,000) dollars, or so much thereof as may be necessary, be and the same is hereby appropriated to carry into effect the provisions of this ordinance, said sum having been provided for in the Ordinance of Estimates for the year 1909.*

Approved January 8, 1910.

J. BARRY MAHOOL, *Mayor.*

No. 438.

An ordinance granting permission to Henry Castelberg to place an electric sign in front of his premises known as the northeast corner of Eutaw and Lexington streets.

SECTION 1. *Be it ordained by the Mayor* ^{Henry Castelberg,} *and City Council of Baltimore,* ^{electric sign.} That permission be and the same is hereby granted Henry Castelberg to construct and place an electric sign with double-face effect in front of his premises known as the northeast corner of Eutaw and Lexington streets; said sign to be constructed and placed upon the following terms and specifications, that is to say:

(a) That the said sign shall not exceed eleven feet in length, nor shall it exceed five feet in height, nor shall it extend more than eleven feet beyond the building line.

(b) That the said sign shall display the words, "Henry Castelberg, Diamond King," and no other words, and said words and the surrounding border shall be illuminated by such a scheme of electric lighting as will be approved by the Inspector of Buildings.

(c) That the said sign shall hang not less than ten feet above the sidewalk, and shall be fastened and supported to the aforesaid premises in such a way and by such appliances as may be required by the Inspector of Buildings.

(d) That the general design and the miscellaneous details as to the construction and hanging of said sign shall be under the supervision and subject to the approval of the Inspector of Buildings.

Rights reserved.

SEC. 2. *And be it further ordained*, That the right and duty are hereby expressly reserved to the Mayor and City Council of Baltimore at all times to exercise, in the interest of the public, full municipal superintendence, regulation and control in respect to all matters connected with the grant herein contained and not inconsistent with the terms thereof.

Ten dollars.

SEC. 3. *And be it further ordained*, That the said Henry Castelberg shall pay to the Mayor and City Council of Baltimore the sum of ten dollars for the privilege above granted; the said sum to be paid before the said sign is erected.

SEC. 4. *And be it further ordained*, That the privilege hereby granted shall be revocable at any time by an order from the Mayor or by an ordinance of the Mayor and City Council of Baltimore.

Approved January 8, 1910.

J. BARRY MAHOOL, *Mayor*.

No. 439.

An ordinance granting permission to Joseph Wiesenfeld, trading as the Little Joe Wiesenfeld Co., to place an electric sign in front of his premises known as No. 14 N. Howard street.

Joseph Wiesenfeld, electric sign.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted the Joseph Wiesenfeld, trading as the Little Joe Wiesenfeld Company, to construct and

place an electric sign, with double-face effect in front of his premises known as No. 14 North Howard street; said sign to be constructed and placed upon the following terms and specifications, that is to say:

(a) That the said sign shall be about ten feet in length and three in height; it shall not extend more than eleven feet beyond the building line.

(b) That the said sign shall display the words, "little joe's," and no other words, and said words and surrounding border shall be illuminated by such scheme of electric lighting as will be approved by the Inspector of Buildings.

(c) That the said sign shall hang not less than ten feet six inches above the sidewalk, and shall be fastened and supported to the aforesaid premises in such a way and by such appliances as may be required by the Inspector of Buildings.

(d) That the general design and the miscellaneous details as to the construction and the hanging of the said sign shall be under the supervision and subject to the approval of the Inspector of Buildings.

SEC. 2. *And be it further ordained, That* Rights reserved.
the right and duty are hereby expressly reserved to the Mayor and City Council of Baltimore at all times to exercise, in the interest of the public, full municipal superintendence, regulation and control in respect to all matters connected with the grant herein contained and not inconsistent with the terms thereof.

Ten dollars.

SEC. 3. *And be it further ordained, That the said Joseph Wiesenfeld, trading as the Little Joe Wiesenfeld Company shall pay to the Mayor and City Council of Baltimore the sum of ten dollars for the privilege above granted; the said sum to be paid before the said sign is erected.*

SEC. 4. *And be it further ordained, That the privilege hereby granted shall be revocable at any time by an order from the Mayor, or by an ordinance of the Mayor and City Council of Baltimore.*

Approved January 8, 1910.

J. BARRY MAHOOL, *Mayor.*

No. 440.

An ordinance granting permission to the trustees of the North Avenue Baptist Church to extend its present frame church building at North and Linden avenues.

North Avenue
Baptist Church,
frame addition.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That the trustees of the North Avenue Baptist Church be and are hereby granted permission to extend their present frame church building, at the northwest corner of North avenue and Linden avenue, by the addition of a one-story frame building, extending westerly from the present building thirty-eight feet, fronting on North avenue and extending back forty feet, with a further extension in the rear running back fifteen feet by twenty feet; said building to be*

covered with tin roof and the whole structure to be approved by the Inspector of Buildings and under his supervision.

SEC. 2. *And be it further ordained*, That this ordinance shall take effect from the date if its passage.

Approved January 8, 1910.

J. BARRY MAHOOL, *Mayor*.

No. 441.

An ordinance granting permission to George E. Plitt to erect a frame structure covered with corrugated iron in the rear of No. 2652 Pennsylvania avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to George E. Plitt to erect a frame structure covered with corrugated iron in the rear of the building on the property now known as No. 2652 Pennsylvania avenue, in the City of Baltimore, said structure to be used as a wagon shed and to be thirteen feet and one-half inches wide, fifteen feet high and thirty feet in length, and to be erected under the supervision of the Inspector of Buildings of Baltimore City and in accordance with such requirements as he may determine to be necessary.

George E. Plitt,
frame
structure.

SEC. 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved January 8, 1910.

J. BARRY MAHOOL, *Mayor*.

No. 442.

An ordinance granting permission to F. A. Burge-
meister to place an electric sign in front of his prem-
ises known as Nos. 4 and 6 South Gay street.

F. E. Burge-
meister,
electric sign.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to F. A. Burgemeister to construct and place an electric sign in front of his premises, known as Nos. 4 and 6 South Gay street, upon the following terms and conditions:

(1) That the said sign shall not exceed fifteen feet in length and two and one-half feet in height, more or less, nor shall it extend more than fifteen feet (plus the distance needed for attaching to said building) beyond the building line.

(2) That the said sign shall be of double-faced effect and shall display the words, "Bar and Bowling," and no other words; and said words and the surrounding surfaces shall be illuminated by such a scheme of electric lighting as will be approved by the Inspector of Buildings.

(3) That the said sign shall hang not less than ten feet above the sidewalk and shall be fastened and supported to the aforesaid premises in such a way and by such appliances as may be required by the Inspector of Buildings.

(4) That the general design and the miscellaneous details as to the construction and hanging of said sign shall be under the supervision and subject to the approval of the Inspector of Buildings.

SEC. 2. *And be it further ordained, That* the right and duty are hereby expressly reserved to the Mayor and City Council of Baltimore at all times to exercise, in the interest of the public, full municipal superintendence, regulation and control in respect to all matters connected with the grant herein contained and not inconsistent with the terms thereof.

SEC. 3. *And be it further ordained, That* ^{Ten dollars.} the said F. A. Burgemeister shall pay to the Mayor and City Council of Baltimore the sum of ten dollars for the privilege above granted; the said sum to be paid before the said sign is erected.

SEC. 4. *And be it further ordained, That* the privilege hereby granted shall be revocable at any time by an order of the Mayor or by an ordinance of the Mayor and City Council of Baltimore.

Approved January 10, 1910.

J. BARRY MAHOOL, *Mayor.*

No. 443.

An ordinance establishing the charges for water used by parsonages, churches, missions, christian associations, church settlements, temperance unions, deaconess' homes, and other religious institutions used as such, with the exceptions of schools, academies, colleges or universities.

SECTION 1. *Be it ordained by the Mayor* ^{Water rent; churches, etc.} *and City Council of Baltimore, That* on and after January 1, 1910, for all churches, missions, Christian associations, temperance unions, deaconess' homes and other

religious institutions used as such, with the exception of schools, academies, colleges or universities, the rate charged for water used shall be thirty cents per one thousand cubic feet; provided that if the water consumed in any year, in any such building or institution, now or hereafter to be erected, with the exception aforesaid, shall be less than seventeen thousand cubic feet, as shown by the meter, the Water Board shall remove the meter from such building or institution and charge for water used therein not less than two dollars and fifty (\$2.50) cents, and not more than five (\$5) dollars per annum in the discretion of the Water Board; and from and after January 1, 1910, the annual rate or charge for the use of water by parsonages shall be the same as now provided by law for the use of water by private families for ordinary domestic purposes.

Approved February 17, 1910.

J. BARRY MAHOOL, *Mayor*.

No. 444.

An ordinance granting permission to J. S. Ditch & Co., to place an electric sign in front of their premises at the southeast corner of North and Mt. Royal avenues, in the City of Baltimore.

J. S. Ditch &
Co., electric
sign.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That permission be and the same is hereby granted to J. S. Ditch & Company to place an electric sign in front of their premises at the southeast corner of North and Mount Royal*

avenues, in the City of Baltimore; said sign to be constructed in accordance with the following specifications, that is to say:

(a) That the said sign is to be nine and one-half ($9\frac{1}{2}$) feet long and two (2) feet wide and is to extend beyond the building line not more than six feet nine inches, and the bottom of said sign is to be at least ten feet above the sidewalk.

(b) That said sign is to display the words, "Kline Kar," illuminated by such a scheme of electric lighting as will be approved by the Inspector of Buildings.

(c) That the said sign as to erection and in all its details, shall be under the supervision of the Inspector of Buildings.

SEC. 2. *And be it further ordained*, That the right and duty are hereby expressly reserved to the Mayor and City Council of Baltimore at all times to exercise, in the interest of the public, full municipal control, superintendence and regulation in respect to all matters connected with the grant herein contained and not inconsistent with the terms hereof.

SEC. 3. *And be it further ordained*, That the privilege hereby granted, shall be revocable at any time by an order of the Mayor, or by an ordinance of the Mayor and City Council of Baltimore.

SEC. 4. *And be it further ordained*, That Ten dollars.
the said J. S. Ditch & Company shall pay to the Mayor and City Council of Baltimore

the sum of ten dollars for the privilege above granted; the sum to be paid before said sign shall be erected.

SEC. 5. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved February 7, 1910.

J. BARRY MAHOOL, *Mayor*.

No. 445.

An ordinance granting permission and authority to T. J. Fingles, trading as the Vacuum Sanitary Carpet Cleaning Company, his executors, administrators and assigns, to operate in and upon the streets, lanes and alleys of Baltimore city, one or more portable dust removing machines.

T. J. Fingles,
use of gasoline
motor on
streets.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to T. J. Fingles, trading as the Vacuum Sanitary Carpet Cleaning Company, his executors, administrators and assigns, to operate and maintain in and upon the streets, lanes and alleys of Baltimore city, for a period not exceeding ten years, one or more portable devices for the removal of dust from buildings, said device being operated by suction, generated by a gasoline motor attached to and forming part of the same, said permission being granted upon the terms and conditions, following, that is to say:

First—That the Mayor and City Council of Baltimore hereby expressly reserves the right and duty at all times to exercise, in

the interest of the public, full municipal superintendence, regulation and control in respect to all matters connected with this grant and not inconsistent with the terms thereof, expressly reserving in addition to the reservations contained in Paragraph 4 of this ordinance, the power at any time to revoke the grant and privilege hereby conferred if it shall at any time hereafter determine that the exercise of the grant by the said grantee for any reason or reasons, injuriously affects the rights and interests of the public in the use and enjoyment of the streets, lanes and alleys of the city.

Terms and conditions.

Second—That the right hereby granted shall be executed and enjoyed six months after the grant.

Third—That the said grantee, his executors, administrators and assigns shall pay annually to the Mayor and City Council of Baltimore, as compensation for the right and privilege hereby granted, the sum of ten dollars for each and every portable device operated and used by him under this grant, the first payment to be made at the time of the passage of this ordinance.

Fourth—This ordinance shall be repealable at any time by an order of the Mayor or by an ordinance of the Mayor and City Council of Baltimore, and in case of such repeal, all franchises and privileges hereby granted shall cease and be determined.

Approved February 7, 1910.

J. BARRY MAHOOL, *Mayor*.

No. 446.

An ordinance providing for the purchase of a lot of ground at the southeast corner of Washington and Twentieth streets, which is now under lease to the Mayor and City Council of Baltimore, and also for the acquisition by purchase or condemnation, of another lot of ground, both of said lots of ground to be used for extension of the public school situated at the northeast corner of North avenue and Washington street.

Additional
school lot,

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the said Mayor and City Council of Baltimore does hereby avail itself of the option, which it holds under a lease from Benjamin P. Moore, and does hereby determine to purchase from the owner or owners thereof, at and for the sum of three thousand four hundred and twenty (\$3,420) dollars, the rectangular lot of ground at the southeast corner of Washington and Twentieth streets, binding on Washington street fifty-seven feet, and on Twentieth street one hundred and twenty-five feet, together with all the improvements thereon; provided, however, that the title shall be first approved by the City Solicitor.

Washington and
Twentieth
streets,

SEC. 2. *And be it further ordained*, That the Mayor, City Comptroller and President of the Board of School Commissioners be and they are hereby authorized and directed to acquire, by purchase or condemnation, a lot of ground situated on the south side of Malakoff or Twentieth street, bounded on the west by the lot of ground described in Section 1 of this ordinance, and on adjoining lot of ground of the Mayor and City Council of Baltimore, and on the east by an alley nine feet wide, the aforesaid lot

of ground fronting twenty-four feet on said Malakoff or Twentieth street, with an even width for depth of one hundred and sixty feet, more or less, to a ten-foot alley.

SEC. 3. *And be it further ordained*, That the sum of six thousand (\$6,000) dollars, or so much thereof as may be necessary, be and the same is hereby appropriated for acquisition of the property aforesaid, said sum of money to be provided for out of the levy of 1910. Six thousand dollars.

Approved February 21, 1910.

J. BARRY MAHOOL, *Mayor*.

No. 447.

An ordinance to provide for the regrading and repaving of Wilkens avenue, from the west side of Fulton avenue to the old western city limits and recurbings the same where necessary.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the City Engineer be and he is hereby authorized and directed to have all that part of Wilkens avenue, from the west side of Fulton avenue to the old western city limits, regraded, where necessary, and repaved with sheet asphalt, asphalt block, bitulithic or vitrified brick, except between the rails of the railway tracks, and that two rows of belgian blocks shall be used parallel with and adjacent to the northernmost and southernmost rails of the street railway, in case asphalt block, sheet asphalt or bitulithic shall be laid, to form a header as between the rails and improved pavement. Wilkens avenue,
repaving,
Fulton avenue
to city limits.

If the street is paved with vitrified brick, then these belgian blocks shall be omitted, and to curb or recurb the same, where necessary, with a six-inch granite, gneiss, armored concrete, or other curb, approved by the City Engineer; all of the said work shall be done in accordance with specifications to be prepared by the City Engineer, who shall advertise for proposals for doing the entire work.

Thirty-two
thousand
dollars.

SEC. 2. *And be it further ordained*, That the whole cost of regrading, repaving and recurbing of the portion of Wilkens avenue, mentioned in the first section of this ordinance, shall be borne and paid by the Mayor and City Council of Baltimore; and that the sum of thirty-two thousand (\$32,000) dollars, or so much thereof as may be necessary, be and the same is hereby appropriated to defray the cost of the same, said sum to be appropriated in the Ordinance of Estimates for the year 1910, and to be paid by the City Register on the warrant of the Comptroller of the city to the above-named purpose, upon the order of the City Engineer, as provided in Section 6 of this ordinance.

SEC. 3. *And be it further ordained*, That the contract for doing the said regrading, repaving and recurbing shall be awarded to the lowest responsible bidder therefor, after advertising for proposals therefor, and opening of bids therefor by the Board of Awards, in accordance with the terms of Sections 14 and 15 of the Acts of the General Assembly of Maryland of 1898, Chapter 123, known as the New Charter.

SEC. 4. *And be it further ordained, That* <sup>To be purchased
by contractor.</sup> all the old material on said portion of Wilkens avenue, mentioned in the first section of this ordinance, which it is necessary to take up, shall be purchased by the contractor at a price to be named by him in his proposal, and the money therefor shall be paid to the Mayor and City Council of Baltimore, or shall be retained by said contractor and credited by him against the amount due to him for the performance of the work under this ordinance.

SEC. 5. *And be it further ordained, That* the City Engineer be and he is hereby authorized and directed to make monthly estimates on the completed work on said Wilkens avenue, and to draw his order on the City Comptroller for eighty per cent. of each, respectively, of such estimates in favor of said contractor.

SEC. 6. *And be it further ordained, That* when the whole work provided for in this ordinance is finished and accepted by the City Engineer, all sums then remaining unpaid shall be paid to the contractor.

SEC. 7. *And be it further ordained, That* all ordinances and parts of ordinances heretofore passed which are inconsistent with this ordinance or any of its provisions be and they are hereby repealed.

Approved February 21, 1910.

J. BARRY MAHOOL, *Mayor.*

No. 448.

An ordinance providing for the acquisition of two lots of ground, one on the south side of Lehman street, west of Millington avenue, and the other at the northwest corner of Millington avenue and Loudon avenue, for use of the Department of Education, and appropriating therefor the sum of nine thousand dollars, out of the levy of 1910.

School lots,
Lehman street
and Millington
avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Mayor, the Comptroller, and the President of the Board of School Commissioners be and they are hereby authorized and directed to acquire, by purchase or condemnation, two lots of ground, one on the south side of Lehman street, two hundred feet west of Millington avenue, adjoining the property at the southwest corner of Millington avenue and Lehman street, which is now owned by the Mayor and City Council of Baltimore, running thence westwardly, fronting on Lehman street, seventy-six feet and three and one-half inches, more or less, and extending southwardly about eighty feet to a ten-foot alley; the other being at the northwest corner of Millington avenue and Loudon avenue, fronting on said Loudon avenue two hundred feet, and extending northwardly therefrom about one hundred and five feet to a ten-foot alley, said lot of ground having a frontage on Millington avenue of one hundred and twelve feet and three inches, more or less.

Nine thousand
dollars.

SEC. 2. *And be it further ordained,* That the aforesaid property, when so purchased, shall be used by the Department of Education, and the sum of \$9,000.00 dollars, or so much thereof as may be necessary, is hereby appropriated for acquisition of

said property, said sum of money to be taken from the levy of 1910; any surplus remaining after the purchase of the aforesaid property may be expended upon the erection of a building, or buildings, upon either of said lots of ground.

Approved February 21, 1910.

J. BARRY MAHOOL, *Mayor*.

No. 449.

An ordinance to change the name of Chesapeake street, from Eastern avenue to Boston street, to Kenwood avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the name of Chesapeake street, from Eastern avenue to Boston street, be and is hereby changed to the name of Kenwood avenue.

Chesapeake street,
named Ken-
wood avenue.

SEC. 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved February 21, 1910.

J. BARRY MAHOOL, *Mayor*.

No. 450.

An ordinance to provide for the regrading and repaving of West North avenue, from the east side of Druid Hill avenue to the west side of Payson street and recurbing the same where necessary.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the City Engineer be and he is hereby authorized and directed to have all that part of

Paving of
West North
avenue, Druid
Hill avenue to
Payson street.

West North avenue, from the east side of Druid Hill avenue to the west side of Payson street, regraded, where necessary, and repaved with asphalt blocks, sheet asphalt, vitrified brick or bitulithic, except between the rails, and that two rows of belgian blocks shall be used parallel with and adjacent to the northernmost and southernmost rails of the street railway, in case asphalt block, sheet asphalt or bitulithic shall be laid, to form a header as between the rails and the improved pavement, if the street is paved with vitrified brick, then these belgian blocks shall be omitted; running parallel with West North avenue and to curb or recurb the same, where necessary, with six-inch granite, gneiss, armored concrete or other curb, approved by the City Engineer; all of the said work shall be done in accordance with specifications to be prepared by the City Engineer, who shall advertise for proposals for doing the entire work.

Forty-six thousand
and dollars.

SEC. 2. *And be it further ordained,* That the whole cost of regrading, repaving and recurbing of the portion of West North avenue mentioned in the first section of this ordinance, shall be borne and paid by the Mayor and City Council of Baltimore; and that the sum of forty-six thousand dollars, or so much thereof as may be necessary, be and the same is hereby appropriated to defray the cost of the same, said sum to be appropriated in the Ordinance of Estimates for the year 1910 and to be paid by the City Register on the warrant of the Comptroller of the city to the above-

named purpose, upon the order of the City Engineer, as provided in Section 6 of this ordinance.

SEC. 3. *And be it further ordained, That* To the lowest responsible bidder. the contract for doing the said regrading, repaving and recurbing shall be awarded to the lowest responsible bidder therefor, after advertising for proposals therefor, and opening of bids therefor by the Board of Awards, in accordance with the terms of Sections 14 and 15 of the Acts of the General Assembly of Maryland of 1898, Chapter 123, known as the New Charter.

SEC. 4. *And be it further ordained, That* all the old material on said portion of West North avenue, mentioned in the first section of this ordinance, which it is necessary to take up, shall be purchased by the contractor at a price to be named by him in his proposal, and the money therefor shall be paid to the Mayor and City Council of Baltimore, or shall be retained by said contractor and credited by him against the amount due to him for the performance of the work under this ordinance.

SEC. 5. *And be it further ordained, That* the City Engineer be and he is hereby authorized and directed to make monthly estimates on the completed work on said West North avenue, and to draw his order on the City Comptroller for eighty per cent. of each, respectively, of such estimates in favor of said contractor.

SEC. 6. *And be it further ordained, That* when the whole work provided for in this ordinance is finished and accepted by the

City Engineer, all sums then remaining unpaid shall be paid to the contractor.

SEC. 7. *And be it further ordained*, That all ordinances and parts of ordinances heretofore passed which are inconsistent with this ordinance or any of its provisions be and they are hereby repealed.

Approved February 21, 1910.

J. BARRY MAHOOL, *Mayor*.

No. 451.

An ordinance granting to Fred Kirsch the right and authority to construct and erect a covered passageway across an alley between Aisquith street and Stirling street, the said passageway being for the purpose of connecting the properties of said Fred Kirsch located on each side of said alley and known as Nos. 1110 and 1112 East Madison street.

Fred Kirsch,
superstructure
over an alley.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission and authority be and the same are hereby granted to Fred Kirsch to construct and erect a covered superstructure or passageway over an alley, between Stirling street and Aisquith street, the said superstructure or passageway being for the purpose of connecting the properties of said Fred Kirsch, located on each side of said alley, and known as Nos. 1110 and 1112 East Madison street. The said permission and authority are granted upon the following terms and conditions:

(1) That the said permission and authority are granted to the said Fred Kirsch, his personal representatives and assigns for a period not exceeding twenty-five years.

(2) That the said superstructure shall be constructed and erected in accordance with the provisions of the Building Code; and shall be subject to the approval of the Inspector of Buildings.

(3) That the said covered bridgeway or superstructure shall extend over and across the said alley, connecting the second floors of the premises known as Nos. 1110 and 1112 East Madison street.

(4) That the said covered bridgeway or superstructure shall be erected over the said alley, located between Stirling street and Aisquith street, so as to connect the side of the second floor of No. 1110 East Madison street with the side of the second floor of No. 1112 East Madison street; that the bottom of the lowest part of said bridge-way or superstructure, in order to admit of the free and easy passage of all vehicles through and over the aforesaid alley, shall be not less than twelve feet above the surface of the center of said alley; that the said superstructure or bridgeway shall be six feet wide, ten feet long and nine feet high. It shall be constructed of corrugated iron, with wooden joists and floor, that is, if the same is approved by the Inspector of Buildings; or, in the event of the disapproval of the Inspector of Buildings, it shall be constructed of such other material, of fire-resisting qualities, as shall be approved by the Inspector of Buildings.

SEC. 2. *And be it further ordained*, That the Mayor and City Council of Baltimore hereby expressly reserves the right and duty at all times to exercise, in the interest

of the public, full municipal superintendence, regulation and control in respect to all matters connected with this grant and not inconsistent with the terms thereof.

SEC. 3. *And be it further ordained*, That if the said Fred Kirsch, his personal representatives or assigns, fails to maintain the said superstructure or bridgeway in good and safe condition throughout the full term of this grant, or to comply with the terms of this ordinance, the same shall be revocable by the Mayor or by an ordinance of the Mayor and City Council.

SEC. 4. *And be it further ordained*, That the Mayor and City Council of Baltimore specifically reserves the right to revoke this permit if at any time the said bridgeway or superstructure become a menace to the public safety or an interference with the public convenience.

SEC. 5. *And be it further ordained*, That the said bridgeway or superstructure shall be completed within six months from the passage of this ordinance and that the said grantee shall pay to the Mayor and City Council of Baltimore, as compensation for the franchise hereby granted, the sum of \$18.00 per annum.

Approved February 28, 1910.

J. BARRY MAHOOL, *Mayor*.

No. 452.

An ordinance to appoint Joseph C. Smith a constable of the Eighth Ward of Baltimore city.

Joseph C. Smith,
Constable,
Eighth Ward.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That Joseph C. Smith be and he is hereby appointed a

constable for the Eighth Ward of Baltimore city, in the place of George W. Rhein, who resigned.

SEC. 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved February 28, 1910.

J. BARRY MAHOOL, *Mayor*.

No. 453.

An ordinance of the Mayor and City Council of Baltimore providing for changing the name of the alley now known as Shirk alley, formerly known as Hudson alley, to that of Mace street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the name of the alley now known as Shirk alley (formerly known as Hudson alley), lying between West Twentieth street and West Twenty-eighth street, be and the same is hereby changed to that of Mace street. Shirk alley, named Mace street.

SEC. 2. *And be it further resolved*, That this ordinance shall take effect from the date of its passage.

Approved February 28, 1910.

J. BARRY MAHOOL, *Mayor*.

No. 454.

An ordinance of the Mayor and City Council of Baltimore changing the name of Concord street, between Chase street and Truxton street, to Warden street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the name of Concord street, between Chase Concord street, named Warden street.

street and Truxton street be and the same is changed to Warden street.

SEC. 2. *Be it further ordained*, That this ordinance take effect from the date of its passage.

Approved February 28, 1910.

J. BARRY MAHOOL, *Mayor*.

No. 455.

An ordinance granting to the Baltimore Steam Packet Company, its successors and assigns, the right to exclusively use part of Pier No. 5, forming part of the Burnt District Commission's plan of additions and extensions to the public wharves and docks of Baltimore city, and prescribing the terms, conditions and duration of said grant and the compensation to be paid therefor.

Baltimore Steam
Packet Co., 50
years, part of
pier No. 5.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Baltimore Steam Packet Company, its successors and assigns, be and it is hereby authorized and empowered to exclusively use for a period of fifty years, subject to all the terms and conditions mentioned herein, including those relating to revaluation upon the expiration of every recurring period of ten years hereunder during said whole period of fifty years, that part of Pier No. 5, hereinafter more particularly described, forming part of the Burnt District Commission's plan of additions and extensions to the public wharves and docks of Baltimore city, sanctioned by Ordi-

nance No. 149 of the Mayor and City Council of Baltimore, approved November 10, 1904, to wit:

Beginning at the intersection of the south and east face lines of Pier No. 5; thence northerly along the east face line 294.76 feet; thence 83 degrees 30 minutes 06 seconds to the left 233.09 feet westerly to the west face line of said pier; thence 91 degrees 30 minutes to the left 120 feet southerly along said west face line to the intersection with the south face line; thence 55 degrees 12 minutes 31 seconds to the left 315 feet easterly along said south face line to the place of beginning, with the use in common with the grantees of other franchises on said pier of a fifty-foot wide drive and trackway situate thereon, extending from the south line of Pratt street down the center of said pier to the north line of the property herein described. Description.

SEC. 2. *And be it further ordained*, That the rights, privileges and franchise hereby granted are granted subject expressly to the following terms and conditions, that is to say:

First—That the Baltimore Steam Packet Company, its successors or assigns, shall enjoy free access by water to said part of said pier, on any side of said part of said pier for its steamboats, vessels, barges and other water craft; provided, that the said steamboats, vessels, barges and other water craft shall not extend, at any one time, out from said pier into the water surrounding the same a greater distance than seventy-five feet in any one direction; Conditions.

and provided further, that the said right of free access and the use of said pier and waterways shall be subject in every respect to the operation and effect of Section 468 of Article 4 of the Code of Public Local Laws of Maryland, title "City of Baltimore," and of any supplements thereto, or amendments thereof, and of all laws or ordinances relating to the harbor of Baltimore and its appurtenances, that have been or may be enacted by authority of the Congress of the United States, or of the State of Maryland, or of the Mayor and City Council of Baltimore, and of any supplements thereto, or amendments thereof, and of all rules and regulations of the Harbor Board or other duly constituted public authorities, and of any supplements thereto, or amendments thereof.

Superstructures.

Second—That the Baltimore Steam Packet Company, its successors or assigns, may at its election and at its expense, erect upon the said pier such metal covered or other proper superstructures, the same general or similar construction as the structure now erected on Pier No. 3, as may be necessary in the conduct of the business of the said Baltimore Steam Packet Company, its successors or assigns, and said superstructure may be built upon any of the foundations or bulkheads of the said pier, except when otherwise required by the Inspector of Buildings and the Harbor Engineer; and provided further, that all plans for such improvements shall first be submitted to and approved by the Inspector of Buildings and the Harbor Engineer, and

that the work to be performed in connection with said improvements shall be subject to the supervision and control of the said Inspector of Buildings and said Harbor Engineer.

Third—That the Baltimore Steam Packet Company, its successors or assigns, shall pay to the Mayor and City Council of Baltimore annually at the office of the Comptroller in equal quarterly instalments, on the first days of January, April, July and October of each and every year, commencing from the date when said part of said Pier No. 5 shall have been completed and be ready for occupancy, or turned over to said grantee, the sum of seventeen thousand eight hundred and seventy-five dollars and eight (\$17,875.08) cents, being at the rate of thirty-six cents per square foot for the whole number of square feet included in said part of said Pier No. 5, during the life of the grant hereby made, as hereinafter mentioned; provided, however, that should, at any time or times during the life of said grant, said annual sum, as fixed hereunder, or as increased as herein provided, be less than the average annual sum or franchise compensation per square foot required to be paid at the time for the use of all other piers, Nos 1, 2, 3, 4 and 6, forming parts of said Burnt District Commission's plan of additions and extensions to the public wharves and docks of Baltimore city, or such of them as may at the time be in use, then the said annual sum hereby reserved as fixed hereunder, or as so increased, shall thereupon become and stand increased hereunder to an amount

Payment
quarterly.

Annually.
\$17,875.08;
36 cents per
foot.

Revaluation every
ten years.

sufficient to place it upon the same annual sum or franchise compensation basis per square foot as said average annual sum or franchise compensation per square foot required to be paid at the time for the use of said other piers, or such of them as may at the time be in use as aforesaid; and provided further, that upon the expiration of every recurring period of ten years, during the life of the grant hereby made, there shall be a revaluation of the compensation to be paid by the grantee, its successors or assigns, for said grant, the said annual compensation, however, never to be revalued at less than said annual sum of seventeen thousand eight hundred and seventy-five dollars and eight (\$17,875.08) cents, and in the event of a disagreement between the Mayor and City Council of Baltimore and the said grantee, its successors or assigns, as to the amount of said compensation so to be paid, the revaluation shall be fixed by two arbitrators, one of whom shall be selected by the said Company, its successors or assigns, and the other by the Mayor, and in case of failure of said arbitrators to agree upon said revaluation within thirty days following their appointment, then said arbitrators shall select an umpire, and in case of the failure of the Baltimore Steam Packet Company, its successors or assigns, to select an arbitrator as herein provided, or of the failure of said arbitrators within the said thirty days to select an umpire as herein provided, then the Mayor shall appoint both such arbitrators and umpire to act in said arbitration, and in case of a failure

Arbitration.

of the arbitrators and umpire to agree within thirty days after the appointment of the umpire, then the Mayor shall dissolve the said Board of Arbitrators and a new board shall be appointed under the same terms and conditions regulating the appointment of the former board, and so until an agreement is reached, the opinion of the majority of the arbitrators to be final. The revaluation at the end of each recurring period of ten years hereunder is to include the value derived from the franchise or right hereby granted, but not improvements made on said pier by the grantee hereunder, its successors or assigns.

Fourth—That the Baltimore Steam Pack- Insurance.
et Company, its successors or assigns, shall, during the term of this grant, insure and keep insured at its expense, in an amount and in an insurance company or companies satisfactory to the Comptroller, all the improvements erected by it on said premises; the proceeds of insurance, in case of fire, to be used in rebuilding or restoring said improvements, and the policy or policies of insurance to be so framed or indorsed as to secure this application of said proceeds to the satisfaction of the Comptroller and shall also keep the said premises, including walls, fender piles and cap logs in good condition, order and repair as when received, and shall also, during the term of this grant, keep the said premises, so far as reasonably necessary, free from all snow Cleaning.
and ice that may fall or form on the same, and shall also cart off and remove from the said premises all dirt, ashes, sweepings, rubbish and litter occasioned, created or

Expiration of
occupancy.

deposited on the said premises, and that it shall not throw or allow to be thrown at any time, into the water from said pier, or from any of its vessels or water craft, any dirt, ashes, sweepings, rubbish or litter, and that it will, at the expiration of its occupancy of the said pier, yield up the same peaceably to the Mayor and City Council of Baltimore, in as good order in all respects as when received, reasonable wear and tear and damage by accidental fire or other unavoidable casualty not attributable to the negligence of the grantee, its successors or assigns; excepted that it shall pave and repave as well as keep in repair all the streets, roadways and driveways and all the floorings and pavements on said premises, and shall also make good any damage done to said pier or bulkheads caused by collision with its vessels, and shall observe and keep all laws and ordinances applicable to the premises, and shall be responsible for and indemnify the Mayor and City Council of Baltimore against any liability to any governmental authority, or officers, corporation, or private persons for costs, expenses, injury or loss by reason of any nuisance existing on the said premises or on account of any accident or injury to any person, persons or property that may occur, or originate on said premises, and be due to its neglect or default, and that it will not assign the grant hereby made without the consent in writing of the members of the Board of Estimates, other than to some person or corporation which may have succeeded to the ownership of the majority, in point of par value of the

Assigning of
grant.

shares of capital stock or of the property of the said Baltimore Steam Packet Company, and will not sub-assign any part thereof without said consent in writing; the Mayor and City Council of Baltimore to keep the said waterways adjacent to said pier to a depth of not less than twenty-four feet.

SEC. 3. *And be it further ordained, That* ^{Municipal control.} the Mayor and City Council of Baltimore hereby expressly reserve the right and duty, at all times to exercise, in the interest of the public, full municipal superintendence, regulation and control, in respect to all matters connected with the grant hereby made, and not inconsistent with the terms hereof, and that the said rights and franchise shall be executed and enjoyed six months after the grant as provided by Section 37 of Article 4 of the Code of Public Local Laws, entitled "City of Baltimore," sub-title, "Charter," and the rights and franchise herein granted to the said Baltimore Steam Packet Company shall be held, exercised and enjoyed by the said Company for the period of fifty years, subject to all the terms and conditions mentioned herein, including those relating to revaluation upon expiration of every recurring period of ten years hereunder during said whole period of fifty years; and that upon the termination of this grant, all improvements, superstructures, foundations, etc., erected on said Pier No. 5, by said Baltimore Steam Packet Company, its successors or assigns, shall be and become the property of the city, and no compensation shall be paid therefor.

SEC. 4. *And be it further ordained*, That upon the failure of the said grantee, its successors or assigns to comply with any of the terms and conditions of this ordinance, the rights, privileges and franchise hereby granted shall be and become wholly null and void.

SEC. 5. *And be it further ordained*, That this grant shall be subject, in so far as they may apply, to all the terms, conditions and restrictions imposed by Sections 7 to 12, inclusive, and by Section 37 of Article 4 of the Code of Public Local Laws, entitled "City of Baltimore," subtitle, "Charter," as amended by the Act of 1904, Chapter 616, and the Act of 1906, Chapter 152, and by any other supplements thereto or amendments thereof.

Taxation of
improvements.

SEC. 6. The Mayor and City Council of Baltimore reserves the right to value, assess and tax, in the usual way, any improvements that may be erected on said premises by the grantee hereunder, its successors or assigns, and nothing in this ordinance shall be taken as abiding or impairing in any respect any lawful powers of valuation, assessment or taxation that may now, or hereafter be exercisable by the State of Maryland, or the Mayor and City Council of Baltimore, in relation to any franchise, right or interest that such grantee may acquire hereunder.

SEC. 7. *And be it further ordained*, That the said grantee shall, as a condition precedent to this ordinance taking effect, repay to the Mayor and City Council of Baltimore, in addition to the annual payments

hereinbefore mentioned, the sums expended and to be expended by the said Mayor and City Council of Baltimore, in adopting said before-mentioned part of Pier No. 5 to the special use and requirements of the said grantee.

Approved March 7, 1910.

J. BARRY MAHOOL, *Mayor*.

No. 456.

An ordinance granting permission to I. Son Cohen, trading as Cohen & Hughes, to place an electric sign in front of his premises known as No. 315 N. Howard street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted I. Son Cohen, trading as Cohen & Hughes, to construct and place an electric sign, with double-face effect, in front of his premises known as No. 315 N. Howard street; said sign to be constructed and placed upon the following terms and specifications, that is to say: 1. Son Cohen,
electric sign.

That the said sign shall be sixteen feet in length, six feet in height and shall not extend more than sixteen feet beyond the building line.

That the said sign shall display the words, "Cohen & Hughes, Conn Band Instruments, Pianos, Victor and Edison Talking Machines," and no other words, and said words and surrounding border shall be illuminated by such scheme of electric lighting as will be approved by the Inspector of Buildings.

That the said sign shall hang not less than ten feet six inches above the sidewalk and shall be fastened and supported to the aforesaid premises in such a way and by such appliances as may be required by the Inspector of Buildings.

That the general design and the miscellaneous details as to the construction and the hanging of the said sign shall be under the supervision and subject to the approval of the Inspector of Buildings.

SEC. 3. *And be it further ordained*, That the right and duty are hereby expressly reserved to the Mayor and City Council of Baltimore at all times to exercise, in the interest of the public, full municipal superintendence, regulation and control in respect to all matters with the grant herein contained and not consistent with the terms thereof.

Ten dollars.

SEC. 3. *And be it further ordained*, That the said I. Son Cohen, trading as Cohen & Hughes, shall pay to the Mayor and City Council of Baltimore the sum of ten dollars for the privilege above granted; the said sum to be paid before the said sign is erected.

SEC. 4. *And be it further ordained*, That the privilege hereby granted shall be revocable at any time by an order from the Mayor, or by an ordinance of the Mayor and City Council of Baltimore.

Approved March 12, 1910.

J. BARRY MAHOOL, *Mayor*.

No. 457.

An ordinance authorizing the Arundel Boat Club to construct a frame structure.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Arundel Boat Club, a corporation, incorporated under the laws of the State of Maryland, be and the same is hereby authorized to construct a frame building eighteen feet wide, thirty-two feet long and fifteen feet high, on their premises located at Ferry Bar, in accordance with such requirements as the Building Inspector may think proper for a structure of the character suggested.

Arundel Boat
Club, frame
building.

SEC. 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved March 14, 1910.

J. BARRY MAHOOL, *Mayor.*

No. 458.

An ordinance granting permission to Joseph F. Kelly, the right to erect an electric sign in front of his premises known as No. 532 Forrest street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the right and authority be and the same is hereby granted to Joseph F. Kelly to erect an electric sign in front of his premises known as No. 532 Forrest street, upon the following terms and conditions:

Joseph F. Kelly,
electric sign.

First—The said sign shall be erected under the supervision of the Inspector of

Buildings, and shall be hung at a height not less than ten feet above the sidewalk.

Second—The said sign shall be of such pattern or design and its scheme of electric lighting shall be of such a character as to meet the approval of the Inspector of Buildings.

Third—The dimensions of said sign shall be nine feet long by three feet high.

Fourth—The said sign shall not extend more than ten feet beyond the building line, and its plan of construction as well as its means or method of fastening or attachment to the building shall be in accordance with the requirements of the Inspector of Buildings, and when completed shall be subject to his approval.

Fifth—The said sign shall be illuminated by electric lighting and shall bear the words, "Kelly's Cafe," and no other words.

Sixth—The Mayor and City Council of Baltimore expressly reserves the right and duty at all times to exercise, in the interest of the public, full municipal superintendence, regulation and control in respect to all matters connected with this grant and not inconsistent with the terms thereof.

Ten dollars.

Seventh—The said Joseph F. Kelly, before said sign is erected, shall pay to the Mayor and City Council of Baltimore the sum of ten dollars as full compensation for the right and privilege hereby granted.

Eighth—The privilege hereby granted shall be revocable at any time by an order.

of the Mayor, or by an ordinance of the Mayor and City Council of Baltimore.

SEC. 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved March 14, 1910.

J. BARRY MAHOOL, *Mayor*.

No. 459.

An ordinance granting to William T. Littlepage, trading as "Littlepage's Big Up-Town Store," permission to place an electric sign in front of his premises, corner Baltimore and Calhoun streets.

SECTION 1. *Be it ordained by the Mayor* Wm. T. Littlepage, electric sign. *and City Council of Baltimore*, That permission be and the same is hereby granted to William T. Littlepage to place an electric sign in front of his premises, on the southeast corner of Baltimore and Calhoun streets; said sign to be thirteen feet six inches long by twenty-four inches high by six inches wide, and to project from the building line fourteen feet, to be twelve feet above the pavement, and to be erected and supported subject to the approval of the Inspector of Buildings; said sign to bear in incandescent letters the word, "Littlepage's," and no other words.

SEC. 2. *And be it further ordained*, That the privilege hereby granted shall be revocable at any time by an order from the Mayor or by an ordinance of the Mayor and City Council.

Ten dollars.

SEC. 3. *And be it further ordained, That the said William T. Littlepage shall pay to the Mayor and City Council of Baltimore the sum of ten dollars for the privilege hereby granted, the same to be paid before the said sign shall be erected.*

Approved March 14, 1910.

J. BARRY MAHOOL, *Mayor.*

No. 460.

An ordinance naming the managers, on the part of the Mayor and City Council of Baltimore, in the Board of Managers for the Maryland School for Boys.

Managers for the
Maryland
School for
Boys.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That Lawra-son Riggs, Rufus M. Gibbs, Benjamin J. Nusbaum, J. Appleton Wilson, James H. Stone, Harry L. Price, William A. Knapp, William S. Henning, Charles H. Oehm and James F. Morgan be and are hereby appointed, on the part of the Mayor and City Council of Baltimore, as managers in the Board of Managers for the Maryland School for Boys.*

SEC. 2. *Be it ordained, That this ordinance take effect from its passage.*

Approved March 14, 1910.

J. BARRY MAHOOL, *Mayor.*

No. 461.

An ordinance naming the managers, on the part of the Mayor and City Council of Baltimore, in the Board of Managers of the House of Reformation and Instruction for Colored Children.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That* Thomas J. Shryock and Harry S. Cummings be and are hereby appointed, on the part of the Mayor and City Council of Baltimore, as managers in the Board of Managers of the House of Reformation and Instruction for Colored Children. Managers of the House of Reformation for Colored Children.

SEC. 2. *Be it ordained, That* this ordinance shall take effect from its passage.

Approved March 14, 1910.

J. BARRY MAHOOL, *Mayor.*

No. 462.

An ordinance to change the name of Harris alley (formerly Dawson street), from Eastern avenue to Foster avenue, to Belnord avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That* the name of Harris alley (formerly Dawson street), from Eastern avenue to Foster avenue, be and is hereby changed to the name of Belnord avenue. Harris alley, named Belnord avenue.

SEC. 2. *And be it further ordained, That* this ordinance shall take effect from the date of its passage.

Approved March 14, 1910.

J. BARRY MAHOOL, *Mayor.*

No. 463.

An ordinance to appoint Arthur G. Harrison a Constable of the Sixteenth Ward of Baltimore city.

Arthur G.
Harrison,
Constable,
Sixteenth
Ward.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That Arthur G. Harrison be and he is hereby appointed a Constable for the Sixteenth Ward of Baltimore city, in the place of William D. McKenney, who failed to qualify.

SEC. 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved March 14, 1910.

J. BARRY MAHOOL, *Mayor*.

464.

An ordinance to appoint C. E. Eason Constable of the Twenty-first Ward of Baltimore city.

C. E. Eason,
Constable,
Twenty-first
Ward.

SECTION 1. *Be it ordained by the Mayor and City Council*, That C. E. Eason be and he is hereby appointed a Constable for the Twenty-first Ward of Baltimore city, in place of Nicholas H. Love, who failed to qualify.

SEC. 2. *Be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved March 14, 1910.

J. BARRY MAHOOL, *Mayor*.

No. 465.

An ordinance granting to the Maryland, Delaware and Virginia Railway Company, a corporation under the laws of the States of Maryland and Delaware, its successors and assigns, the right to exclusively use a certain bulkhead line on the east side of Light street at the foot of Conway street and prescribing the terms, conditions and duration of said grant, and the compensation to be paid therefor.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the Maryland, Delaware and Virginia Railway Company, a corporation under the laws of the States of Maryland and Delaware, its successors and assigns, be and it is hereby authorized and empowered to exclusively use for a period of fifty (50) years, beginning on the first day of March in the year 1910, subject to all the terms and conditions mentioned herein, including those relating to revaluation upon the expiration of every recurring period of ten years hereunder during the said whole period of fifty years, all that bulkhead on the east side of Light street at the foot of Conway street, more particularly described as follows:

Maryland, Delaware and Virginia Railway Co., 50 years grant, bulkhead on Light street, foot of Conway street.

Beginning for the same at a point on the east side of Light street where the line of the north side of Conway street would, if extended across Light street, intersect the said east side of Light street, and extending thence southerly sixty-five (65) feet, more or less, to the point where the line forming the south side of Conway street, would, if extended, intersect the said east side of Light street, the property hereby intended to be included being the water front, together with the improvements

Description.

along the same, owned by the City of Baltimore, on the east side of Light street at the foot of Conway street, extending about sixty-five (65) feet, more or less, along the said east side of Light street.

SEC. 2. *And be it ordained further*, That the rights, privileges and franchises hereby granted are granted subject expressly to the following terms and conditions, that is to say:

Conditions.

First—That the Maryland, Delaware and Virginia Railway Company, its successors or assigns, shall enjoy free access by water at all times to the said easterly line of said bulkhead, as the same extends for sixty-five feet as aforesaid, for steamboats, vessels, barges and other water craft, and may maintain, use and enjoy the wharf or pier and other improvements which they have erected thereon during the period of their previous tenancy of the property hereby demised; provided, further, that the said right of free access and the maintenance and use of said pier and improvements shall be subject in every respect to the operation and effect of Section 468 of Article 4 of the Code of Public Local Laws of Maryland, title, "City of Baltimore," and of any supplement thereto or amendment thereof of Section 39 of Ordinance No. 116 of the Mayor and City Council of Baltimore, approved June 13, 1894, and of any supplements thereto or amendments thereof, and of all laws or ordinances relating to the harbor of Baltimore and its appurtenances that have been or may be enacted by authority of the Congress of the United

States, or of the State of Maryland, or of the Mayor and City Council of Baltimore, and of any supplements thereto or amendments thereof, and of all rules and regulations of the Harbor Board or other duly constituted public authority, and of any supplements thereto or amendments thereof.

Second—That the Maryland, Delaware ^{Superstructure} and Virginia Railway Company may, at its election, and at its expense, erect upon and adjacent to the bulkhead hereby demised, only on the east side thereof, such further and additional or improved pier, and also such proper and additional superstructures as may be necessary in the conduct of the business of the said Maryland, Delaware and Virginia Railway Company, its successors or assigns; and said superstructures may be built on the bulkhead hereby demised, except when otherwise required by the Inspector of Buildings and the Harbor Engineer; provided that no part of such pier or superstructures shall be erected upon or project over any part of the bed of Light street, or Light street bulkhead further west than the west line of the structure now standing upon the said bulkhead hereby demised; and provided, further, that all plans for such improvements shall first be submitted to and approved by the Inspector of Buildings and the Harbor Engineer, and that the work to be performed in connection with said improvements shall be subject to the supervision and control of the said Inspector of Buildings and the said Harbor Engineer.

Quarterly pay-
ment.

Annually, \$3510.

Revaluation
every ten
years.

Third—That the said Maryland, Delaware and Virginia Railway Company, its successors and assigns, shall pay to the Mayor and City Council of Baltimore, annually at the office of the Comptroller, in equal quarterly instalments on the first days of March, June, September and December, in each and every year, commencing on the first day of March in the year 1910, the sum of three thousand five hundred and ten (\$3,510) dollars per annum, during the first ten years of the grant hereby made; provided, however, that upon the expiration of said period of ten years, and every recurring period of ten years, there shall be a revaluation of the annual compensation to be paid by the said grantee, its successors or assigns, for the succeeding period of ten years of said grant, the said annual compensation, however, never to be revalued at less than the said annual sum of three thousand five hundred and ten (\$3,510) dollars, and in the event of a disagreement between the Mayor and City Council of Baltimore, and the said grantee, its successors or assigns, as to the amount of said annual compensation so to be paid, the revaluation shall be fixed by two arbitrators, one of whom shall be selected by the said grantee, its successors or assigns, and the other by the Mayor, and in case of failure of said arbitrators to agree upon said revaluation within thirty days following their appointment, then the said arbitrators shall select an umpire, and on the failure of the said grantee, its successors or assigns, to select an arbitrator as herein provided, or of the failure of

the said arbitrators within the said thirty ^{Arbitration.} days to select an umpire as herein provided, then the Mayor shall appoint both such arbitrators or umpire to act in said arbitration, and in the case of the failure of the arbitrators and umpire to agree within thirty days after the appointment of the umpire, then the Mayor shall dissolve the said Board of Arbitration and a new board shall be appointed under the same terms and conditions regulating the appointment of the former board, and so on until an agreement is reached, the opinion of a majority of the arbitrators to be final. The revaluation at the end of each recurring period of ten years hereunder is to include the value derived from the franchise or right hereby granted, but not improvements made on said bulkhead by the grantee hereunder, its successors or assigns. At any time after the expiration of the first period of ten years hereunder, said grantee, its successors or assigns, may surrender the rights and franchises granted, together with all improvements, superstructures, foundations, etc., erected on said property hereby demised, after giving to the Comptroller at least one year's notice in writing of its intention to make such surrender, whereupon the grant hereby made, shall be terminated by such surrender, and the annual compensation to be paid shall terminate upon payment proportionately to the date of such surrender. Should the rights hereby granted to the grantee, its successors or assigns, cease before the period of ten years from the date hereof for any reason whatever, then

all improvements, superstructures, foundations, etc., erected on the said property hereby demised shall become the absolute property of the Mayor and City Council of Baltimore, and no compensation shall be paid therefor.

Repair and
cleaning.

Fourth—The said Maryland, Delaware and Virginia Railway Company, its successors or assigns, shall during the term of this grant, keep all the property hereby demised in good condition, order and repair, and shall also cart off and remove from said premises all dirt, ashes, sweepings, rubbish and litter occasioned, created or deposited on the said premises, and shall not throw or allow to be thrown, at any time, into the water from the hereby demised property or from the said pier erected and adjacent thereto, or from any of its vessels or water craft, any dirt, ashes, sweepings, rubbish or litter, and that it will at the expiration of its occupation of the hereby demised property, yield up the same peaceably to the Mayor and City Council of Baltimore, in as good order in all respects as when received, reasonable wear and tear and damage by accidental fire or other unavoidable casualty not attributable to the negligence of the grantee, its successors or assigns, excepted; and shall make good any damage done to the said bulkhead caused by collision with any vessels, and shall observe and keep all laws and ordinances applicable to the premises, and shall be responsible for and indemnify the Mayor and City Council of Baltimore against any liability to any

governmental authority or officers, corporations or private persons for costs, injury or loss, by reason of any nuisance existing on the demised premises, or on account of any accident or injury to any person or property that may occur or originate thereon and be due to the neglect or default of the grantee, its successors or assigns, and that it will during the term of this grant, insure and keep insured at its expense to the extent of at least two thousand (\$2,000) dollars, and in an insurance company or companies satisfactory to the Comptroller, the piers, bulkhead and improvements now existing, or that may be hereafter erected by it on the premises hereby demised, the proceeds of insurance in case of fire to be used in rebuilding or restoring said piers, bulkheads and improvements and the policy or policies of insurance to be so framed or endorsed as to secure application of said proceeds to the satisfaction of the Comptroller, and that it will not assign or sub-assign the grant hereby made, or any part thereof, without the consent in writing of the members of the Board of Estimates; the Mayor and City Council of Baltimore to keep the said waterways adjacent to said demised premises to a depth of not less than twenty feet, in so far as said dredging may be done without injury to the wharf or bulkhead on the adjacent property.

Insurance.

SEC. 3. *And be it further ordained*, That the Mayor and City Council of Baltimore hereby expressly reserves the right and duty at all times to exercise, in the interest

Municipal control.

of the public, full municipal superintendence, regulation and control in respect to all matters connected with the grant hereby made and not inconsistent with the terms hereof, and that the said rights and franchises shall be executed and enjoyed six months after the grant, as provided by Section 37 of Article 4 of the Code of Public Local Laws, entitled "City of Baltimore," sub-title "Charter," and the rights and franchises herein granted to the said Maryland, Delaware and Virginia Railway Company, shall be held, exercised and enjoyed by the said Company, its successors or assigns, for the period of fifty years, subject to all the terms and conditions mentioned herein, including those relating to revaluation upon the expiration of every recurring period of ten years hereunder during the said whole period of fifty years; and that upon the termination of this grant all improvements superstructures, foundations, etc., erected upon the said hereby demised premises by the said grantee, its successors or assigns, shall be and become the property of the city, and no compensation shall be paid therefor.

Become property
of city.

SEC. 4. *And be it further ordained,* That upon the failure of the said grantee, its successors or assigns, to comply with any of the terms and conditions of this ordinance, the rights, privileges and franchises hereby granted shall be and become wholly null and void.

SEC. 5. *And be it further ordained,* That this grant shall be subject in so far as they may apply to all the terms condi-

tions and restrictions imposed by Sections 7 to 12, inclusive, and by Section 37 of Article 4 of the Code of Public Local Laws, entitled, "City of Baltimore," sub-title, "Charter," as amended by the Act of 1904, Chapter 616, and the Act of 1906, Chapter 152, and by any other supplements thereto amendments or thereof.

SEC. 6. *And be it further ordained, That* Taxation of
improvements.
the Mayor and City Council of Baltimore hereby reserves the right to value, assess and tax in the usual way, any improvements that may be erected on said demised premises by the grantee hereunder, its successors or assigns; and nothing in this ordinance shall be taken as abridging or impairing in any respect any lawful powers or valuation, assessment or taxation that may now or hereafter be exercisable by the State of Maryland or the Mayor and City Council of Baltimore in relation to any franchise, right or interest that said grantee may acquire hereunder.

Approved March 21, 1910.

J. BARRY MAHOOL, *Mayor*.

No. 466.

An ordinance granting permission to Andrew W. Schmidt to erect on the property known as Nos. 78 and 80 Harford road, a two-story brick building 30 feet wide with an even depth of 160 feet, of fire-proof construction, the floor whereof is to be of sanitary type, the same to be used as a slaughter house.

WHEREAS, Andrew W. Schmidt, now and for a long time prior hereto, has maintained

on the property aforesaid, a slaughter house, stable and cattle pens of frame construction; and is desirous of razing the same and of erecting in their stead a brick slaughter house of modern construction.

Andrew W.
Schmidt,
slaughter
house.

Harford road.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and is hereby granted Andrew W. Schmidt to erect on the property known as Nos. 78 and 80 Harford road, a two-story brick building thirty feet wide with an even depth of 160 feet, of fire-proof construction, the floor whereof is to be of sanitary type, the same to be used as a slaughter house.

SEC. 2. *And be it further ordained*, That said building shall be erected under the supervision of the Inspector of Buildings and in conformity with the requirements of the Building Code of the city.

SEC. 3. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved March 21, 1910.

J. BARRY MAHOOL, *Mayor*.

No. 467.

An ordinance to repeal Ordinance No. 249 of the Mayor and City Council of Baltimore, approved February 1, 1909, entitled "An ordinance to repeal Ordinance No. 76 of the Mayor and City Council of Baltimore, approved October 5, 1907, authorizing the Mayor of Baltimore to enter into a contract, on behalf of the Mayor and City Council of Baltimore, with the Children's Playground Association of Baltimore City (Eighth Division, United Women of Maryland) and

appropriating the sum of six thousand (\$6,000) dollars as the compensation to be paid under said contract for the year 1908, and to re-enact the same with amendments, and appropriating the sum of twelve thousand dollars annually during the continuance of said contract.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That under and by virtue of the authority conferred upon it by Chapter 201 of the Acts of the General Assembly of Maryland of the year 1908, the Mayor of Baltimore be and he is hereby authorized and directed to enter into a contract, on behalf of the Mayor and City Council of Baltimore, with the Children's Playground Association of Baltimore City, a body corporate, in the following form, to wit:

This agreement made this first day of January in the year nineteen hundred and ten, by and between the Children's Playground Association of Baltimore City, a body corporate, party of the first part, and the Mayor and City Council of Baltimore, party of the second part, witnesseth:

First—The party of the first part doth hereby covenant and agree with the party of the second part that it will well and faithfully maintain in each year during the continuance of this contract at and for the sum of twelve thousand (\$12,000) dollars per annum, not less than twenty-four (24) children's playgrounds in the public parks, squares and schoolhouse yards of Baltimore city, the location of said playgrounds to be selected by the party of the first part, subject to the approval of the Mayor of Baltimore.

To pay in
advance
quarterly.

Second—The party of the second part doth hereby covenant and agree with the party of the first part, in consideration of the maintenance as aforesaid, in each year, of the above-mentioned twenty-four children's playgrounds, to pay to said party of the first part in advance quarterly on the first day of January, the first day of April, the first day of July, and the first day of October, in each year during the continuance of this contract, the sum of \$12,000.

Third—It is hereby agreed between the parties hereto that this contract may be terminated at any time by said party of the second part by ordinance, or by the Mayor of the City of Baltimore by him giving thirty days' notice in writing to said party of the first part, without any responsibility hereunder upon the part of the said party of the second part in any respect or to any extent, thereafter.

In witness whereof, the party of the first part has caused these presents to be signed by its proper officers and its corporate seal to be hereunto affixed, duly attested by its proper officer, and the party of the second part has caused these presents to be signed by the Mayor of Baltimore city, and the corporate seal to be hereunto affixed, duly attested by the City Register.

SEC. 2. *And be it further ordained*, That the sum of twelve thousand (\$12,000) dollars be and the same is hereby appropriated annually during the continuance of this contract for the purpose herein recited,

and the said sum is to be provided for in the annual tax levy beginning with the levy of the year 1910.

Approved March 21, 1910.

J. BARRY MAHOOL, *Mayor*.

No. 468.

An ordinance to repeal and reordain with amendments Section 14 of Article 30 of the Baltimore City Code of 1906 (being Section 14 of Article 41 of the Baltimore City Code of 1893) regulating the speed, etc., of locomotive engines in the City of Baltimore.

Be it ordained by the Mayor and City Council of Baltimore. That Section 14 of Article 30 of the Baltimore City Code of 1906 (being Section 14 of Article 41 of the Baltimore City Code of 1893) be and the same is hereby repealed and re-enacted so as to read as follows:

Section 14. When a locomotive engine is used within the old city limits not including the territory annexed to the City of Baltimore under the provisions of Chapter 98 of the Acts of the General Assembly of Maryland for the year 1888 and known as the "Annex," a man shall be required to ride on the front of the locomotive engine when going forward, and when going backward, on the tender, not more than twelve inches from the bed of the road; nor shall any locomotive engine be propelled within said old city limits at a greater rate of speed than five miles per hour, except when there are grades requiring a greater speed, and then it shall

Speed of locomotive engines in old city limits.

Man on front of engine.

Six miles per
hour.

not exceed the rate of six miles per hour; and the person or persons having charge of such locomotive engine, shall ring a bell when approaching any and every cross street, and no steam whistle attached to any locomotive engine shall be used within the limits of the city, except at the Mount Clare and Camden stations, and between said station and the city limits; for any violation of the condition herein set forth, the company so violating shall forfeit and pay the sum of ten dollars for each and every offence.

Ten dollars fine.

Approved April 1, 1910.

J. BARRY MAHOOL, *Mayor*.

No. 469.

An ordinance granting permission to I. E. Emerson to erect a hotel building at the northwest corner of Baltimore and Calvert streets to a height exceeding one hundred and seventy-five feet, to arrange plumbing and toilet rooms adjoining an open vent shaft, and use wood doors in partitions, instead of metal or wood covered with metal.

I. E. Emerson,
hotel.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That I. E. Emerson be and is hereby granted permission to erect and construct a hotel building at the northwest corner of Baltimore and Calvert streets, differing from the Building Code of Baltimore city as follows:

206 feet high.

First—The height of the building to be over one hundred and seventy-five (175) feet and not to exceed two hundred and six (206) feet.

Second—All toilet rooms and all rooms in which plumbing fixtures are used, not having windows opening to the outside light and air, shall be provided with open ventilation ducts of ample capacity to insure a proper ventilation of these rooms. To be provided with open ventilation ducts.

Third—The communicating doors on inside of building to be made of wood instead of metal, or wood covered with metal.

Fourth—In all other parts of construction the requirements of the Building Code shall be complied with.

SEC. 2. *Be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved April 14, 1910.

J. BARRY MAHOOL, *Mayor*.

No. 470.

An ordinance repealing and reordaining with amendments, Paragraph 6 of Section 30, of Article 7, of the Baltimore City Code of 1893, title "Buildings," sub-title "Thickness of Walls," as amended by Ordinance No. 155 of the Mayor and City Council of Baltimore, approved June 19, 1908.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That Paragraph 6 of Section 30 of Article 7 of the Baltimore City Code of 1893, title, "Buildings," sub-title, "Thickness of Walls," as amended by Ordinance No. 155 of the Mayor and City Council of Baltimore, approved June 19, 1908, be and the same is Thickness of walls.

hereby repealed and re-ordained with amendments, so as to read as follows:

Paragraph 6. If a building is not more than twenty-five feet in width between walls and not more than fifty-five feet in depth, and the floors and roof are carried on the walls, and if such a building is not more than two stories and a basement in height, and not more than thirty feet in height, the exterior walls shall not be less than nine inches in thickness. If the dwelling is more than fifty-five feet in depth, the side walls shall be increased four inches in thickness for each additional fifty-five feet in depth, except if cross walls are constructed at intervals of not more than fifty-five feet, the thickness of the side walls may not be increased.

SEC. 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved April 14, 1910.

J. BARRY MAHOOL, *Mayor*.

No. 471.

An ordinance authorizing the Baltimore and Ohio Railroad Company to construct, maintain and operate a single railroad track, and granting to said company, for that purpose, the use of a certain portion of the land known as Mount Royal Pumping Station lot, adjoining the right of way of the Baltimore Belt Railroad Company near the line of Mosher street, as shown on the attached plat within the lines colored yellow, said land being described as follows:

B. & O. R. R.
Co., right of
way over land
of Mt. Royal
Pumping
Station.

Beginning at a point at the corner of the land of the Mount Royal Pumping Station lot and the right-of-way of the Baltimore Belt Railroad, said point being the

intersection of the dividing line between the lands of the International Harvester Company and the easterly line of the land of the City of Baltimore (Mount Royal Pumping Station lot), and running thence along the right-of-way line of said railroad north 85 degrees east, thirty-five feet; thence north 11 degrees and 27 minutes east, one hundred and four feet eleven inches to a point in the right-of-way line of said railroad; thence along said right-of-way line south 8 degrees and 10 minutes east one hundred feet to the point of beginning. Containing fourteen hundred and seventy-four square feet.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That the Baltimore and Ohio Railroad Company be and it is hereby authorized to construct, maintain and operate a single railroad track, and granting to said Company, for that purpose, the use of a certain portion of the land known as Mount Royal Pumping Station lot adjoining the right-of-way of the Baltimore Belt Railroad Company near the line of Mosher street, as shown of the attached plat within the lines colored yellow, said land being described as follows:*

Beginning at a point at the corner of Description. the land of the Mount Royal Pumping Station lot and the right-of-way of the Baltimore Belt Railroad, said point being the intersection of the dividing line between the lands of the International Harvester Company and the easterly line of the land of the City of Baltimore (Mount Royal Pumping Station lot), and running thence

along the right-of-way line of said railroad north 85 degrees east, thirty-five feet; thence north 11 degrees and 27 minutes east, one hundred and four feet eleven inches to a point in the right-of-way line of said railroad; thence along said right-of-way line south 8 degrees and 10 minutes east, one hundred feet to the point of beginning. Containing fourteen hundred and seventy-four square feet.

To retain the power and right to reasonably regulate.

SEC. 2. *And be it further ordained*, That the Mayor and City Council of Baltimore shall, at all times have and retain the power and right to reasonably regulate, in the public interest, the exercise of the right herein granted, and that the said right shall be executed and enjoyed within six months after the grant, as provided by Section 37 of Article 4 of the Code of Public Local Laws of Maryland, entitled, "City of Baltimore," sub-title "Charter," and that the right herein granted shall be held, exercised and enjoyed for the period of twenty-five years, and with the further right to said grantee, at a fair revaluation, including in such revaluation the value derived from said right, to renewals not exceeding in the aggregate twenty-five years; that upon the termination of said right herein granted, there shall be a fair valuation of the plant and property of the said grantee, to be constructed by virtue of this ordinance, which shall be and become the property of the City of Baltimore, at its election, on it paying said grantee said valuation; the said payment is to be a fair and equitable valuation of the same as property, excluding any value derived from

the right or franchise by this ordinance granted, the said revaluation hereinbefore provided for to be determined upon by two arbitrators, one to be appointed by the Mayor and City Council of Baltimore and the other to be appointed by the said grantee, its representatives or assigns, who, in case they shall be unable to agree between themselves, shall appoint a third arbitrator, and the decision of a majority of said arbitrators shall be final and binding as to the said revaluation and valuation aforesaid.

SEC. 3. *And be it further ordained*, That the right and duty are hereby expressly reserved to the Mayor and City Council of Baltimore at all times to exercise, in the interest of the public, full municipal superintendence, regulation and control in respect to all matters connected with the grant herein contained, and not inconsistent with the terms thereof.

SEC. 4. *And be it further ordained*, That in consideration of the right hereinbefore granted, the said grantee shall pay to the Mayor and City Council of Baltimore the sum of fifty (\$50) dollars per annum. Fifty dollars per annum.

SEC. 5. *And be it further ordained*, That non-compliance at any time or times by the grantee, its successors or assigns, with any of the terms of the grant hereby made, shall operate as a forfeiture of the grant hereby made, which shall thereupon be and become void, and that nothing short of an ordinance of the Mayor and City Council of Baltimore shall operate as a waiver of any forfeiture of the grant hereby made.

SEC. 6. *And be it further ordained, That the track hereby authorized shall be constructed in all respects under the supervision and to the entire satisfaction of the City Engineer, and that the rails that shall be used in the said construction shall be of such character as the City Engineer shall designate.*

SEC. 7. *And be it further ordained, That this ordinance shall take effect from the date of its passage.*

Approved April 14, 1910.

J. BARRY MAHOOL, *Mayor.*

No. 472.

An ordinance appointing W. A. Gilley as Constable for the Ninth Ward.

W. A. Gilley,
Constable,
Ninth Ward.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore city, That W. A. Gilley be appointed a Constable for the Ninth Ward.*

SEC. 2. *Be it further ordained, That this ordinance take effect from the date of its passage.*

Approved April 15, 1910.

J. BARRY MAHOOL, *Mayor.*

No. 473.

An ordinance declaring Malster avenue, between Mosher and McMechen streets, a public highway.

Be it ordained by the Mayor and City Council of Baltimore, That the parcel of ground hereinafter described shall hereafter constitute the bed of a public highway, to be known as Malster avenue. Malster avenue, a public street

Said Malster avenue shall be embraced within the following description:

Beginning for the same at the corner Description. formed by the intersection of the north-west side of Mosher street and the south-west side of Malster avenue, as now laid out, said point of beginning being two hundred and two feet seven inches (202' 7") northeasterly from the northeast side of Mount Royal avenue, and running thence northeasterly, binding on the northeast side of Mosher street, sixty (60') feet to the northeast side of Malster avenue, as now laid out; thence northwesterly, parallel with Mount Royal avenue, and binding on the northeast side of Malster avenue, as now laid out, three hundred and thirty (330') feet, more or less, to the southeast side of McMechen street; thence southwesterly, binding on the southeast side of McMechen street, sixty (60') feet to the southwest side of Malster avenue, as now laid out; thence southeasterly, binding on the southwest side of Malster avenue, as now laid out, three hundred and thirty (330') feet, more or less, to the place of beginning.

Approved April 15, 1910.

J. BARRY MAHOOL, *Mayor.*

No. 474.

An ordinance to change the name of Warden street to Concord street, between Lombard and Pratt streets.

Warden street,
named Con-
cord street.

Be it ordained by the Mayor and City Council of Baltimore, That the name of Warden street, between Lombard and Pratt streets, be changed to Concord street.

Approved April 15, 1910.

J. BARRY MAHOOL, *Mayor.*

No. 475.

An ordinance to change the name of Regester street, between Baltimore street and Fairmount avenue, to Irvine Place.

Regester street,
named
Irvine Place.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore city, That the name of Regester street, between Baltimore street and Fairmount avenue, be changed to Irvine Place.*

SEC. 2. *And be it further ordained, That this ordinance shall take effect from the date of its passage.*

Approved April 15, 1910.

J. BARRY MAHOOL, *Mayor.*

No. 476.

An ordinance to change the name of Canton street to Ellwood avenue.

Canton street,
named
Ellwood
avenue.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That the name of Canton street be changed to Ellwood avenue.*

SEC. 2. *And be it further ordained*, That this ordinance shall take effect from the day of its passage.

Approved April 15, 1910.

J. BARRY MAHOOL, *Mayor*.

No. 477.

An ordinance to add an additional section to Article 44 of the Baltimore City Code of 1893, title "Schools," sub-title "Commissioners of Public Schools," said new section to follow immediately after Section 18 of said Article, to be known as Section 18A, and to require the Board of School Commissioners to provide for the removal of ice and snow from all property under their jurisdiction, and from all sidewalks, footways and gutters binding thereon.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That a new section be and the same hereby is added to Article 44 of the Baltimore City Code of 1893, title, "Schools," sub-title, "Commissioners of Public Schools;" said new section to follow immediately after Section 18 of said article, to be known as Section 18A, and to read as follows:

School Board
to remove ice
and snow.

Section 18A. The duty to remove and clear away all ice and snow from the school yards and from all other property in the jurisdiction or under the control of the Board of School Commissioners, shall be exclusively in the said Board of School Commissioners, which shall make such provision therefor as may be adequate and proper; and the said Board shall remove and clear away or cause to be removed and cleared away all ice and snow from the

sidewalks and footways which are in front of or adjacent to or which bind upon the school buildings and school yards, or any other property which is under the jurisdiction and control of the said Board, and from the gutters adjacent thereto, said ice to be removed as soon as practicable after the formation thereof, and said snow to be removed within three hours after the fall thereof, unless the snow shall have ceased to fall between the hours of three o'clock in the afternoon and six o'clock in the morning, in which case it shall be removed before eleven o'clock in the morning.

Approved April 19, 1910.

J. BARRY MAHOOL, *Mayor*.

No. 478.

An ordinance to repeal Section 187 of Article 48 of the Baltimore City Code of 1893, title "Streets and City Commissioner," sub-title "Commissioner of Street Cleaning," and to reordain the same with amendments.

Commissioner of
Street Cleaning.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That Section 187 of Article 48 of the Baltimore City Code of 1893, title, "Streets and City Commissioner," sub-title, "Commissioner of Street Cleaning," be and the same hereby is repealed and re-ordained with amendments, so as to read as follows:

Duties defined.

187. The Commissioner of Street Cleaning shall have exclusive charge of the cleaning of the public streets, lanes and alleys, as well as the cleaning of the sewers, the cleaning of the latter to be under the

direction of the City Engineer, and he shall have charge of the collection and removal of ashes, garbage, street and household refuse in the City of Baltimore; he shall have and exercise all the powers, and perform all the duties heretofore performed by the Health Department in relation to the collection, sale and removal of ashes, garbage, street offal and refuse of the cleaning of the public streets, lanes and alleys, the cleaning away of ice and snow from the gutters and crossings of the same, from the front of public buildings, except school buildings, and from the bridges and public wharves belonging to the city and the footways of the city, except those binding on property within the jurisdiction of the Board of School Commissioners or the Board of Park Commissioners; the cleaning of ice and snow from the sidewalks of those streets binding on such properties as are under the control of the Board of Park Commissioners shall be done by and under the supervision of the said Board of Park Commissioners and he shall, as soon as practicable, after the fall of any snow, remove the same from all the streets of the city within the limits as fixed by ordinance of the several markets, and all such snow shall be removed from the limits of each of said markets, respectively, before the morning of the market days of said markets; provided the snow has ceased to fall by twelve o'clock noon of the day preceding said market day the several district superintendents and all persons employed under them, or in the collection and removal of ashes and garbage, shall act under Duties defined.

the superintendence and control of the Commissioners of Street Cleaning, and shall execute the order of the Commissioner of Street Cleaning, and shall make and present to him their daily reports and accounts; and the Commissioner of Street Cleaning shall examine and audit the daily reports and accounts of said district superintendence.

Approved April 19, 1910.

J. BARRY MAHOOL, *Mayor*.

No. 479.

An ordinance granting permission and authority to the Monticello Distilling Company of Baltimore City, to use the conduits and subway system of the City of Baltimore for the purpose of carrying cables required in the conduct of their business.

Monticello Distilling Co., 25 years' grant of use of subway system.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission and authority be and they are hereby granted to The Monticello Distilling Company of Baltimore City to use for a period not exceeding twenty-five years, the conduits and subway system of the City of Baltimore, from their premises at No. 409 North Holliday street, on the east side, to their warehouses at No. 412 North Holliday street, on the west side, for the carriage of two electric cables to supply the above warehouses on the west side of North Holliday street with electric current for light and power from the Consolidated Gas Electric Light and Power Company's meter, located in the aforesaid premises on the east side of North Holliday street.

Provided, however, that the said The Monticello Distilling Company of Baltimore City for the carriage of said cables shall use the subway and conduit system already constructed by the city, upon the payment of the rentals and upon the compliance with the conditions as to the use of such subways established by the laws of the State, the ordinance of the Mayor and City Council or the lawful rules and regulations of the Electric Commission.

To use the subway and conduit system already constructed by the city.

And, provided further, that nothing in this ordinance shall be construed to confer upon the said grantee the right to erect poles or other apparatus above ground within the City of Baltimore.

SEC. 2. *And be it further ordained*, That the Mayor and City Council of Baltimore hereby expressly reserve the right and duty at all times to exercise, in the interest of the public, full municipal superintendence, regulation and control in respect to all matters connected with the authority hereby given and not inconsistent with the terms thereof, and also that the authority hereby granted shall be executed and enjoyed immediately after grant.

SEC. 3. *And be it further ordained*, That as compensation for the franchise hereby granted, the said grantee shall pay to the Mayor and City Council of Baltimore, during the continuance of said grant, the sum of five dollars annually.

SEC. 4. *And be it further ordained, That non-compliance with any of the terms and conditions of the authority hereby given shall operate the forfeiture of same.*

Approved April 19, 1910.

J. BARRY MAHOOL, *Mayor.*

No. 480.

An ordinance to alter and amend with the approval of the Topographical Survey Commission, that part of the general plan of streets adopted by Ordinance No. 129, approved December 3, 1898, for the territory annexed to the City of Baltimore by the Act of 1888, Chapter 98, which relates to the location and width of Harford road from North avenue to the eastern boundary of Baltimore city, and assenting to the use, as part of said highway, of all property embraced within the lines thereof which is owned by the Mayor and City Council of Baltimore.

Change of plan of streets; location and width of Harford road.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That with the approval of the Topographical Survey Commission, that part of the General Plan of Streets adopted by Ordinance No. 129, approved December 3, 1898, for the territory annexed to the City of Baltimore by the Act of 1888, Chapter 98, which relates to the location and width of Harford road, from North avenue to the eastern boundary of Baltimore city, be and the same is hereby altered and amended by substituting for the above-mentioned portion of the aforesaid general plan of streets, the location and width of Harford road indicated on the plat which is attached to this ordinance as a part thereof, and from and after the passage of this ordinance the*

said amendment shall have the same validity and effect as though it had been a part of the above-mentioned general plan of streets at the time of its adoption by the ordinance hereinbefore mentioned:

“Provided, however, that the United Rail-
ways and Electric Company of Baltimore
shall be allowed to maintain any structures
or buildings it may now own or lease upon
the bed of the Harford road as intended
to be opened and widened as indicated on
the plat which is made part of this ordinance,
between the north side of the lane
leading to Holy Cross Cemetery and a point
223 feet, more or less, northwardly there-
from, and also the conduits in the bed of
said Harford road, between the north side
of North avenue and said point 223 feet,
more or less, northwardly from the afore-
said lane . . . until such time as said
structures, buildings or conduits, or any
of them, shall be voluntarily razed, torn
down, destroyed or removed by the owner
or owners thereof, after which time, how-
ever, any new building or buildings on said
property shall conform to the building line
as shown on said plat; the privilege here-
by reserved to the United Railways and
Electric Company not to continue, how-
ever, as to the frame car house of said
Company within the limits above-men-
tioned longer than one year after said Har-
ford road shall have been graded, curbed
and macadamized, after which time the
part of said building last mentioned which
encroaches upon the said limits shall be
removed promptly upon notice from the
Mayor of Baltimore city.”

Rights of United
Railways Co.

SEC. 2. *And be it further ordained*, That whenever the property embraced within the lines of said Harford road, as indicated on the plat attached to this ordinance, shall have been acquired by the Mayor and City Council of Baltimore for the purpose of opening and widening said road, then all property owned by the Mayor and City Council of Baltimore within said lines, shall thereafter be taken to constitute said highway.

Approved April 25, 1910.

J. BARRY MAHOOL, *Mayor*.

No. 481.

An ordinance granting authority to Thomas O'Neill, trading as O'Neill & Co. to connect the rear of premises at the intersection of Charles and Lexington streets, now occupied by him, with No. 5 West Lexington street, at the southwest intersection of Lexington street, and an alley known as Crooked lane, by covered superstructure or bridgeway above and across the surface of said alley known as Crooked lane.

Thomas O'Neill,
superstructure
above Crooked
lane.

Be it ordained by the Mayor and City Council of Baltimore, That in pursuance of the power vested in it, and for the convenience of the public having business with Thomas O'Neill, trading as O'Neill & Company, authority be and the same is hereby granted to the said Thomas O'Neill, trading as O'Neill & Company, his heirs, executors, administrators and assigns, to construct, erect and maintain at his own cost, for a period not exceeding twenty-five years, a covered superstructure or bridgeway above and across the surface of said alley

known as Crooked lane, which shall connect the rear of the second floor of premises occupied by the said Thomas O'Neill, at the southwest corner of Charles and Lexington streets, with the side of the corresponding floor of the building known as No. 5 West Lexington street, to be occupied by him, opposite the same on the south side of Lexington street at the intersection of an alley known as Crooked lane, upon terms and conditions following, that is to say:

First—That the said superstructure or bridgeway shall extend from and connect the second floor of the rear of premises occupied by the said Thomas O'Neill, trading as O'Neill & Company, at the corner of Charles and Lexington streets, with the side of the corresponding floor of the building to be occupied by him at the south side of Lexington street at the intersection of an alley known as Crooked lane as aforesaid, and designated as No. 5 West Lexington street; that the bottom of said superstructure or bridgeway shall in order to permit the free passage of vehicles of every description through said alley known as Crooked lane be not less than thirteen feet from the surface of the center of said alley known as Crooked lane; that said superstructure or bridgeway shall be not more than twelve feet wide and extend from the rear of the building at the southwest corner of Charles and Lexington streets with the building and improvements No. 5 West Lexington street at the intersection of the south side of Lexington street and the west side of Crooked lane, the base to be formed of steel beams with terra

Conditions.

cotta arches or concrete between the beams covered with a granolithic or asphalt floor, and the sides shall be formed by "T" iron standards, nine feet high, the spaces between the standards and rails to be covered with wire glass. No woodwork or other combustible material shall be used in the construction of the same, and the opening from said building to said superstructure or bridgeway shall be covered with standard fire doors; and further, the said superstructure or bridgeway shall be erected and completed under the supervision and to the satisfaction of the Inspector of Buildings of Baltimore City.

Conditions.

Second—That the Mayor and City Council of Baltimore hereby expressly reserves the right and duty at all times to exercise in the interest of the public full municipal superintendence, regulation and control in respect to all matters connected with this grant and not inconsistent with the terms thereof.

Third—That in the event of the failure of said Thomas O'Neill, trading as O'Neill & Company, his heirs, executors, administrators and assigns, to maintain the said superstructure or bridgeway in good condition throughout the full term of this grant, to comply with the terms of this ordinance, the same shall be revocable by the Mayor and City Council of Baltimore.

Fourth—That the said superstructure or bridgeway shall be begun within six months from the passage of this ordinance and shall be completed on or before the first day of January, 1911.

Fifth—That the said Thomas O'Neill, \$50 per annum. trading as O'Neill & Company, shall pay to the Mayor and City Council of Baltimore, as compensation for the franchise hereby granted, the sum of fifty dollars per annum.

SEC. 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved April 25, 1910.

J. BARRY MAHOOL, *Mayor*.

No. 482.

An ordinance granting permission to Frank J. Clifford, Joseph W. Clifford and James L. Clifford, trading as Clifford Brothers, to erect an electric sign in front of their premises known as No. 205 North Liberty street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the right and authority be and the same is hereby granted to Frank J. Clifford, Joseph W. Clifford and James L. Clifford, trading as Clifford Brothers, to erect an electric sign in front of their premises known as No. 205 North Liberty street, upon the following terms and conditions: Clifford Brothers,
electric sign.

First—The said sign shall be erected Conditions. under the supervision of the Inspector of Buildings, and shall be hung at a height not less than 10 feet above the sidewalk.

Second—The said sign shall be of such pattern or design and its scheme of electric lighting shall be of such a character as to meet the approval of the Inspector of Buildings.

Conditions.

Third—The dimensions of said sign shall be 8 feet long by 3 feet high.

Fourth—The said sign shall not extend more than 10 feet beyond the building line, and its plan of construction, as well as its means or method of fastening or attachment to the building, shall be in accordance with the requirements of the Inspector of Buildings, and when completed shall be subject to his approval.

Fifth—The said sign shall be illuminated by electric lighting and shall bear the words “Virginia Dare Old Time Home Caramel, Chocolate and Bon Bons” or words to that effect.

Sixth—The Mayor and City Council of Baltimore expressly reserves the right and duty at all times to exercise in the interest of the public full municipal superintendence, regulation and control in respect to all matters connected with this grant and not inconsistent with the terms thereof.

Ten dollars.

Seventh—The said Frank J. Clifford, Joseph W. Clifford and James L. Clifford, trading as Clifford Brothers, before said sign is erected, shall pay to the Mayor and City Council of Baltimore, the sum of ten dollars as full compensation for the right and privilege hereby granted.

Eighth—The privilege hereby granted shall be revocable at any time by an order of the Mayor, or by an ordinance of the Mayor and City Council of Baltimore.

SEC. 2. *And be it further ordained, That* this ordinance shall take effect from the date of its passage.

Approved April 25, 1910.

J. BARRY MAHOOL, *Mayor.*

No. 483.

An ordinance granting permission to the Regal Laundry to place an electric sign in front of premises northeast corner of Gilmore and Mosher streets.

SECTION 1. *Be it ordained by the Mayor* Regal Laundry,
electric sign. *and City Council of Baltimore, That* permission be and the same is hereby granted to the Regal Laundry to place an electric sign in front of premises northeast corner of Gilmore and Mosher streets, said sign to be nine and one-half feet long, four feet high and to project from building line nine and one-half feet and to be at least twelve feet above the pavement, and to be supported and erected as approved by the Inspector of Buildings; said sign to bear the words in incandescent electric letters "Regal Laundry Incorporated" and no other words.

SEC. 2. *And be it further ordained, That* said sign shall be erected under the supervision of the Inspector of Buildings of Baltimore City, and that the privilege hereby granted shall be revocable at any time by an order from the Mayor or by an ordinance of the Mayor and City Council of Baltimore.

Ten dollars.

SEC. 3. *And be it further ordained, That the said Regal Laundry shall pay to the said Mayor and City Council of Baltimore, the sum of ten dollars for the privilege hereby granted, the same to be paid before the said sign shall be erected.*

Approved April 25, 1910.

J. BARRY MAHOOL, *Mayor.*

No. 484.

An ordinance granting permission to Hirshberg Art Company the right to erect an electric sign in front of their premises known as No. 418 North Howard street.

Hirshberg Art
Co., electric
sign.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That the right and authority be and the same are hereby granted to the Hirshberg Art Company to erect an electric sign in front of their premises known as No. 418 North Howard street, upon the following terms and conditions:*

Conditions.

First—The said sign shall be erected under the supervision of the Inspector of Buildings, and shall be hung at a height not less than 10 feet above the sidewalk.

Second—The said sign shall be of such pattern or design and its scheme of electric lighting shall be of such a character as to meet the approval of the Inspector of Buildings.

Third—The dimensions of said sign shall be eight feet long by four feet high.

Fourth—The said sign shall not extend ^{Conditions.} more than ten feet beyond the building line, and its plan of construction, as well as its means or method of fastening or attachment to the building, shall be in accordance with the requirements of the Inspector of Buildings, and when completed shall be subject to his approval.

Fifth—The said sign shall be illuminated by electric lighting and shall bear the words "Hirshberg Art Company, 418" and no other words.

Sixth—The Mayor and City Council of Baltimore expressly reserves the right and duty at all times to exercise in the interest of the public, full municipal superintendence, regulation and control in respect to all matters connected with this grant and not inconsistent with the terms thereof.

Seventh—The said Hirshberg Art Com- ^{Ten dollars.}pany, before said sign is erected, shall pay to the Mayor and City Council of Baltimore, the sum of ten dollars as full compensation for the right and privilege hereby granted.

Eighth—The privilege hereby granted shall be revocable at any time by an order of the Mayor, or by an ordinance of the Mayor and City Council of Baltimore.

SEC. 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved April 25, 1910.

J. BARRY MAHOOL, *Mayor*.

No. 485.

An ordinance granting permission to Motor Car Company to place an electric sign in front of their premises northwest corner of Mt. Royal avenue and Maryland avenue.

Motor Car Co.,
electric sign.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Motor Car Company to place an electric sign in front of their premises northwest corner of Maryland and Mt. Royal avenues, said sign to be eight feet six inches and to be at least fifteen feet above the ground, and to be supported and erected as approved by the Inspector of Buildings; said sign to bear the words in incandescent electric letters "Hiring—Motor Car Co.—Storing."

SEC. 2. *And be it further ordained,* That said sign shall be erected under the supervision of the Inspector of Buildings of Baltimore city, and that the privilege hereby granted shall be revocable at any time by an order from the Mayor or by an ordinance of the Mayor and City Council of Baltimore.

Ten dollars.

SEC. 3. *And be it further ordained,* That the said Motor Car Company shall pay to the said Mayor and City Council of Baltimore the said sum of ten dollars for the privilege hereby granted, the same to be paid before the said sign shall be erected.

Approved April 25, 1910.

J. BARRY MAHOOL, *Mayor.*

No. 486.

An ordinance granting permission to the Hemmeter Company to place an electric sign in front of their premises Nos. 23 and 25 Light street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to the Hemmeter Company to place an electric sign in front of premises known as Nos. 23 and 25 Light street, said sign to be eight feet long two feet six inches high and to project from building line eight feet and to be twelve feet high from pavement, and to be supported and erected as approved by the Inspector of Buildings; said sign to bear the words "Auto and Marine Supplies" and no other words.

SEC. 2. *And be it further ordained,* That said sign shall be erected under the supervision of the Inspector of Buildings of Baltimore city, and that the privilege hereby granted shall be revocable at any time by an order from the Mayor or by an ordinance of the Mayor and City Council of Baltimore.

SEC. 3. *And be it further ordained,* That the said Hemmeter Company shall pay to the said Mayor and City Council of Baltimore, the sum of ten dollars for the privilege hereby granted; the same to be paid before the said sign shall be erected.

Approved April 25, 1910.

J. BARRY MAHOOL, *Mayor.*

No. 487.

An ordinance authorizing the Kunkel Wagon Company to construct a frame shed 32x60 feet and 12 feet high on their premises on Lee street.

Kunkel Wagon
Co., frame
shed.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Kunkel Wagon Company be and the same is hereby authorized to construct a frame shed 32x60 feet high on their premises on the north side of Lee street, between Light and Charles streets, in accordance with such requirements as the Building Inspector may think proper for a shed of the character suggested.

SEC. 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved April 25, 1910.

J. BARRY MAHOOL, *Mayor*.

No. 488.

An ordinance to accept from Henry Walters, Esquire, lot and buildings to be used and maintained as free public baths and laundries.

New Walters
Baths, West
and Marshall
streets.

WHEREAS, Henry Walters, Esquire, has offered to convey to the City of Baltimore a lot of ground in this city, improved by baths and laundries, so arranged, constructed and equipped as to be available for public use as public baths and laundries, the said land, the said buildings and the said equipments having cost in the aggregate the sum of thirty thousand (\$30,000) dollars, to be located at the southwest corner of West and Marshall streets, and has

requested the Mayor and City Council of Baltimore to accept the conveyance of said lot with the improvements and equipment upon no other condition than that the city shall provide for the maintenance of public baths and laundries in such buildings upon such terms and conditions as from time to time the Mayor and City Council may think expedient, and that in case at any time the said Mayor and City Council shall think it necessary or expedient to dispose of said lot of ground, the said Mayor and City Council of Baltimore will use the money or property received from the sale or other disposition of said lot of ground for the erection and equipment of public baths and laundries.

Be it ordained by the Mayor and City Acceptance.
Council of Baltimore, That the said Mayor and City Council of Baltimore do hereby accept the said offer of the said Henry Walters, Esquire, and do hereby undertake and agree that the property so to be conveyed by the said Henry Walters, Esquire, located as aforesaid, to the said Mayor and City Council of Baltimore, shall be maintained by the said Mayor and City Council as public baths and laundries, and that in the event that the Mayor and City Council shall at any time find it expedient to dispose of the said lot of ground with improvements thereon, so to be conveyed to the said Mayor and City Council of Baltimore by the said Henry Walters, Esquire, the said Mayor and City Council of Baltimore will use the money or other property received from the sale or other disposition of the said lot of

ground in the erection and equipment of public baths or laundries.

And be it further ordained, That the thanks of the Mayor and City Council of Baltimore are due and they are hereby tendered to Henry Walters, Esquire, for his munificent gift.

And be it further ordained, That this ordinance shall take effect from the date of its passage.

Approved May 2, 1910.

J. BARRY MAHOOL, *Mayor.*

No. 489.

An ordinance to condemn and open Thirty-fourth street, from the east side of Greenmount avenue to the Public Park Property of the Mayor and City Council of Baltimore, in accordance with a plat thereof filed in the office of the Commissioners for Opening Streets, on the eighth day of December, 1909, and now on file in said office.

Opening of
Thirty-fourth
street, from
Greenmount
avenue to
public park.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That the Commissioners for Opening Streets be and they are hereby authorized and directed to condemn and open Thirty-fourth street with a width of sixty-six feet from the east side of Greenmount avenue to the Public Park Property of the Mayor and City Council of Baltimore, the land hereby directed to be condemned for said Thirty-fourth street being described as follows:*

Description.

Beginning for the same at a point on the easternmost side of Greenmount avenue, formerly York road, distant 390.54 feet

northerly from the northeasternmost corner or intersection of Greenmount avenue and Thirty-third street 120 feet wide as now in course of condemnation under Ordinance No. 251, approved April 5, 1907, the co-ordinates of said point of beginning based upon the system used by the City of Baltimore Topographical Survey being east 1794.644 feet, and north 11696.962 feet, and running thence by a line bearing north 87 degrees 04 minutes and 21 seconds east the distance of Tinges lane and to the Public Park Property of the Mayor and City Council of Baltimore; thence binding on the southeasternmost side of said lane and along the line of said park property north 30 degrees 38 minutes east 76.70 feet to intersect a line drawn parallel with and distant 66 feet northerly measured at right angles from the second line of this description; thence reversing said line so drawn and binding thereon due west 999.12 feet to intersect a line drawn parallel with and distant 66 feet northerly measured at right angles from the first line of this description; thence reversing said line so drawn and binding thereon south 87 degrees 04 minutes and 21 seconds west 881.35 feet to the easternmost side of Greenmount avenue, and thence binding on the easternmost side of Greenmount avenue south 27 minutes and 55 seconds east 66.06 feet to the beginning.

The courses in the above description are referred to the true meridian of the City of Baltimore Topographical Survey, the said street as directed to be condemned being delineated and particularly shown on a plat

which was filed in the office of the Commissioners for Opening Streets on the eighth day of December in the year 1909, and is now on file in the said office.

Condemnation
proceedings.

SEC. 2. *And be it further ordained*, That the proceedings for said Commissioners for Opening Streets, with reference to the condemnation and opening of said Thirty-fourth street and the proceedings and rights of all parties interested or affected thereby, shall be regulated by, and be in accordance with, all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore city) as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto; and also in accordance with any and all ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved May 2, 1910.

J. BARRY MAHOOL, *Mayor*.

No. 490.

An ordinance to alter and amend, with the approval of the Topographical Survey Commission, that part of the General Plan of Streets adopted by Ordinance No. 129, approved December 3, 1898, for the territory annexed to the City of Baltimore by the Act of 1888, Chapter 98, which relates to that section of said territory bounded by Clifton avenue, Gwynn's Falls

Park, and the eastern and western outlines of the property known as Fairmount shown on the plat which is attached to this ordinance as a part thereof.

SECTION 1. *Be it ordained by the Mayor* Changing of plan
of streets. *and City Council of Baltimore,* That with the approval of the Topographical Commission, that part of the General Plan of Streets adopted by Ordinance No. 129, approved December 3, 1898, for the territory annexed to the City of Baltimore by the Act of 1888, Chapter 98, which relates to that section of the aforesaid territory bounded by Clifton avenue, Gwynn's Falls Park, and the eastern and western outlines of the property known as Fairmount, shown on the plat which is attached to this ordinance as a part thereof, be and the same is hereby altered and amended by substituting for the above-mentioned portion of the aforesaid General Plan of Streets, the plan indicated on the aforesaid plat, and from and after the passage of this ordinance the said amendment shall have the same validity and effect as though it had been a part of the above-mentioned General Plan of Streets at the time of its adoption by the ordinance hereinbefore mentioned.

SEC. 2. *And be it further ordained by the Mayor and City Council of Baltimore,* That this ordinance shall take effect from the date of its passage.

Approved May 2, 1910.

J. BARRY MAHOOL, *Mayor.*

No. 491.

An ordinance to provide for the grading, paving and curbing of Marion street, from Howard street to Park avenue, with granite blocks.

Repaving of
Marion street,
from Howard
street to Park
avenue.

WHEREAS, By the Ordinance of Estimates for the year 1910, being Ordinance No. 420 of the Mayor and City Council of Baltimore, approved December 10, 1909, it was provided, under the title, "City Engineer," for grading, paving and curbing, with improved pavements, and to grade, pave and curb Marion street, from Howard street to Park avenue, with vitrified blocks; and

WHEREAS, An appropriation of one hundred and ninety-five thousand five hundred and seventy dollars and sixty-seven (\$195,570.67) cents was made by said Ordinance of Estimates for grading, curbing and paving of all streets mentioned therein; and

Thirty-three
hundred
dollars.

WHEREAS, Of said amount, the sum of three thousand three hundred (\$3,300) dollars was designed to be used for grading, paving and curbing Marion street, from Howard street to Park avenue; and

WHEREAS, The words "vitrified blocks" were inserted by mistake, instead of "granite blocks;" and

WHEREAS, It is desirable that said Marion street shall be paved with granite blocks; now,

Therefore, in order to accomplish the said purpose, this ordinance is adopted, providing for the grading, curbing and pav-

ing of said Marion street, from Howard street to Park avenue, with granite blocks.

SECTION 1. *Be it ordained by the Mayor* Granite blocks. *and City Council of Baltimore,* That the City Engineer be and he is hereby authorized and directed to have all that part of Marion street, from Howard street to Park avenue, graded and paved with granite blocks, and to curb, or recurb the same, where necessary, with six-inch granite gneiss, armored concrete or other curb approved by the City Engineer; all of the said work shall be done in accordance with specifications prepared by the City Engineer, who shall advertise for proposals for doing the entire work.

The said paving with granite blocks to be in lieu of paving with vitrified blocks, as provided for in the Ordinance of Estimates for 1910.

SEC. 2. *And be it further ordained,* That the whole cost of grading, paving and curbing of the portion of Marion street mentioned in the first section of this ordinance shall be borne and paid by the Mayor and City Council of Baltimore, and that the sum of three thousand, three hundred (\$3,300) dollars, or so much thereof as may be necessary, be and the same is hereby appropriated to defray the costs of the same, said sum to be taken out of the appropriation provided for in the Ordinance of Estimates for the year 1910, for the grading, curbing and paving of the streets mentioned therein, and to be paid by the City Register, on the warrant of the Comptroller of the city, for the above-named

purpose, upon the order of the City Engineer, as provided in Sections 4 and 5 of this ordinance.

Lowest responsible
bidder.

SEC. 3. *And be it further ordained*, That the contract for doing the said grading, paving and curbing shall be awarded to the lowest responsible bidder therefor, after advertising for proposals therefor and the opening of bids therefor, by the Board of Estimates, in accordance with the terms of Sections 14 and 15 of the Acts of the General Assembly of Maryland of 1898, Chapter 123, and all amendments and supplements thereto.

SEC. 4. *And be it further ordained*, That the City Engineer be and he is hereby authorized and directed to make monthly estimates on the completed work on said Marion street, and to draw his order on the City Comptroller for eighty per cent. (80%) of each, respectively, of such estimates, in favor of said contractor.

SEC. 5. *And be it further ordained*, That when the whole work provided for in this ordinance is finished and accepted by the City Engineer, all sums then remaining unpaid shall be paid to the contractor.

SEC. 6. *And be it further ordained*, That nothing in this ordinance shall be taken as repealing or modifying any existing obligations, in the premises, under either general or special ordinances, now in force, of street railway or other corporations or individuals.

Approved May 6, 1910.

J. BARRY MAHOOL, Mayor.

No. 492.

An ordinance to provide for the regrading and repaving of Mosher street, from the west side of Madison avenue to the east side of McCulloh street and recurbing the same where necessary.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That the City Engineer be and he is hereby authorized and directed to have all that part of Mosher street, from the west side of Madison avenue to the east side of McCulloh street, regraded, where necessary, and repaved with sheet asphalt, asphalt block, vitrified brick, bitulithic or other improved paving and to curb or recurb the same, where necessary, with six-inch (6) granite, gneiss, armored concrete, or other curb, approved by the City Engineer; all of the said work shall be done in accordance with specifications to be prepared by the City Engineer, who shall advertise for proposals for doing the entire work.

Repaving of
Mosher street,
from Madison
avenue to
McCulloh street.

SEC. 2. *And be it further ordained,* That the whole cost of regrading, repaving and recurbing of the portion of Mosher street, mentioned in the first section of this ordinance, shall be borne and paid by the Mayor and City Council of Baltimore; and that the sum of thirty-five hundred (\$3,500) dollars, or so much thereof as may be necessary, be and the same is hereby appropriated to defray the cost of the same, said sum to be appropriated in the Ordinance of Estimates for the year 1911, and to be paid by the City Register on the warrant of the Comptroller of the city to

Thirty-five hun-
dred dollars.

the above-named purpose, upon the order of the City Engineer, as provided in Section 6 of this ordinance.

Lowest responsible
bidder.

SEC. 3. *And be it further ordained*, That the contract for doing the said regrading, repaving and recurbing shall be awarded to the lowest responsible bidder therefor, after advertising for proposals therefor, and opening of bids therefor by the Board of Awards, in accordance with the terms of Sections 14 and 15 of the Acts of the General Assembly of Maryland of 1898, Chapter 123, known as the New Charter.

SEC. 4. *And be it further ordained*, That all the old material on said portion of Mosher street, mentioned in the first section of this ordinance, which it is necessary to take up, shall be purchased by the contractor at a price to be named by him in his proposal, and the money therefor shall be paid to the Mayor and City Council of Baltimore, or shall be retained by said contractor and credited by him against the amount due to him for the performance of the work under this ordinance.

SEC. 5. *And be it further ordained*, That the City Engineer be and he is hereby authorized and directed to make monthly estimates on the completed work on said Mosher street, and to draw his order on the City Comptroller for eighty per cent. of each, respectively, of such estimates in favor of said contractor.

SEC. 6. *And be it further ordained*, That when the whole work provided for in this

ordinance is finished and accepted by the City Engineer, all sums then remaining unpaid shall be paid to the contractor.

SEC. 7. *And be it further ordained*, That all ordinances and parts of ordinances heretofore passed, which are inconsistent with this ordinance or any of its provisions, be and they are hereby repealed.

Approved May 6, 1910.

J. BARRY MAHOOL, *Mayor*.

No. 493.

An ordinance authorizing The Baltimore and Ohio Railroad Company to construct, maintain and operate a single track from its present track as now constructed in the bed of Wolfe street, beginning at a point thirty-five feet south of Lancaster street, and extending northeasterly by a curve to the right with a radius of sixty-five feet, the distance of one hundred and two feet to the north side of Lancaster street, and thence easterly by a straight line on the north side of Lancaster street the distance of three hundred and twenty feet.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That The Baltimore and Ohio Railroad Company be and it is hereby authorized to construct, maintain and operate a single track from its present track as now constructed in the bed of Wolfe street, beginning at a point thirty-five feet south of Lancaster street, and extending northeasterly by a curve to the right with a radius of sixty-five feet, the distance of one hundred and two feet to the north side of Lancaster street, and thence easterly by a straight

B. & O. R. R. Co.,
single track in
bed of Wolfe
street.

line on the north side of Lancaster street the distance of three hundred and twenty feet.

Conditions.

SEC. 2. *And be it further ordained*, That the Mayor and City Council of Baltimore shall, at all times, have and retain the power and right to reasonably regulate, in the public interest, the exercise of the right herein granted, and that the said right shall be executed and enjoyed within six months after the grant, as provided by Section 37 of Article 4 of the Code of Public Local Laws of Maryland, entitled, "City of Baltimore," sub-title, "Charter," and that the right herein granted shall be held, exercised and enjoyed for the period of twenty-five years, and with the further right to said grantee, at a fair revaluation, including in such revaluation the value derived from said right, to renewals not exceeding in the aggregate twenty-five years; that upon the termination of said right herein granted, there shall be a fair valuation of the plant and property of the said grantee, to be constructed by virtue of this ordinance, which shall be and become the property of the City of Baltimore, at its election, on it paying said grantee said valuation; the said payment is to be a fair and equitable valuation of the same as property, excluding any value derived from the right or franchise by this ordinance granted; the said revaluation and valuation hereinbefore provided for to be determined upon by two arbitrators, one to be appointed by the Mayor and City Council of Baltimore and the other to be appointed by the said grantee, its repre-

sentatives or assigns, who, in case they shall be unable to agree between themselves, shall appoint a third arbitrator, and the decision of a majority of said arbitrators shall be final and binding as to the revaluation and valuation aforesaid.

SEC. 3. *And be it further ordained*, That the right and duty are hereby expressly reserved to the Mayor and City Council of Baltimore at all times to exercise, in the interest of the public, full municipal superintendence, regulation and control in respect to all matters connected with the grant herein contained, and not inconsistent with the terms thereof.

SEC. 4. *And be it further ordained*, That Five dollars. in consideration of the right hereinbefore granted, the said grantee shall pay to the Mayor and City Council of Baltimore the sum of \$5.00 within ten days after the passage of this ordinance.

SEC. 5. *And be it further ordained*, That the said grantee after the construction of said track shall, under the supervision of the City Engineer, repave the street between the tracks and for two feet on either side thereof, and place the same in thorough repair and maintain the same and said tracks in good condition throughout the full term of this grant; and in case and so often as the street shall in the future be paved or repaved with any improved pavement, the said grantee shall, under the same supervision, repave the space between said tracks and for two feet on either side

thereof with said improved pavement, and shall maintain the same in good condition throughout the full term of this grant.

Any work done pursuant to the requirements of this section shall be done by the grantee at its own expense, exclusively.

SEC. 6. *And be it further ordained*, That non-compliance at any time or times by the grantee, its successors or assigns, with any of the terms of the grant hereby made, shall operate as a forfeiture of the grant hereby made, which shall thereupon be and become void, and that nothing short of an ordinance of the Mayor and City Council of Baltimore shall operate as a waiver of any forfeiture of the grant hereby made.

SEC. 7. *And be it further ordained*, That if at any time the Wolfe street track of The Baltimore and Ohio Railroad Company shall be removed, or if the said track shall be acquired by the City of Baltimore for the purpose of establishing a municipal trackage system, or for any other purpose of the municipality, then this ordinance shall be void, and all the franchises and rights hereby granted shall cease and be determined without compensation to the grantee, its successors or assigns.

Rails.

SEC. 8. *And be it further ordained*, That the track hereby authorized shall be constructed in all respects under the supervision and to the entire satisfaction of the City Engineer, and that the rails that shall be used in the said construction shall be of such character as the City Engineer shall designate.

SEC. 9. *And be it further ordained, That this ordinance shall take effect from the date of its passage.*

Approved May 6, 1910.

J. BARRY MAHOOL, *Mayor.*

No. 494.

An ordinance authorizing the Northern Central Railway Company to construct, maintain and operate two switches to connect, respectively, with its tracks on Philpot street, and to run thence to and through the property of W. D. Gill and Edward P. Gill, trading as W. D. Gill and Son.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore, That the Northern Central Railway Company be and it is hereby authorized to construct, maintain and operate two switches, one to connect with its track on Philpot street, and to run thence to and on the property of W. D. Gill and Edward P. Gill, trading as W. D. Gill and Son, situated on the south side of Philpot street, and also a switch to connect with its track on Philpot street, and to run thence to and on the property of W. D. Gill and Edward P. Gill, trading as W. D. Gill & Son, situated on the south side of Philpot street, both of which are shown in yellow lines on the plat hereof annexed and made part of this ordinance, and described as follows:*

N. C. R. R. Co.,
two switches
on Philpot
street; W. D.
Gill & Son.

Beginning for the first of said switches at a point on Philpot street in the present track of the Northern Central Railway, about 135 feet, more or less, west of Wills

Description.

street; thence curving to the south by a curve, with a radius of seventy-five feet, a distance of about seventy-three feet, more or less, to the building line of a three-story brick structure, now occupied by the firm of William D. Gill & Son, and thence in and through said building to the rear of premises of said William D. Gill & Son.

Beginning for the second of said switches at a point on Philpot street in the present track of the Northern Central Railway about 207 feet, more or less, west of Wills street; thence curving to the south by a curve, with a radius of seventy-five feet, a distance of about seventy-three feet, more or less, to the building line of a brick building now occupied by William D. Gill & Son, and thence in and through said building to the rear of the premises of said William D. Gill & Son.

Conditions.

SEC. 2. *Be it further ordained*, That the Mayor and City Council of Baltimore, shall, at all times, have and retain the power and right to reasonably regulate, in the public interest, the exercise of the right herein granted, and that the said right shall be executed and enjoyed six months after the grant, as provided by Section 37 of Article 4 of the Code of Public Laws of Maryland, entitled, "City of Baltimore," sub-title, "Charter," and that the right herein granted shall be held, exercised and enjoyed for the period of twenty-five years, and with the further right to the said grantee, at a fair revaluation, including in such revaluation the value derived from said right, to renewals not exceeding, in the aggregate, twenty-five years;

that upon the termination of said right herein granted, there shall be a fair valuation of the plant and property of said grantee, to be constructed in the bed of Philpot street by virtue of this ordinance, which shall be and become the property of the City of Baltimore, at its election, on its paying said grantee said valuation; the said payment to be at a fair and equitable valuation of the same as property, excluding any value derived from the right or franchise by this ordinance granted; the said revaluation and valuation hereinbefore provided for to be determined upon by arbitrators, one to be appointed by the Mayor and City Council of Baltimore, and the other to be appointed by the said grantee, its representatives or assigns, who, in case they shall be unable to agree between themselves, shall appoint a third arbitrator, and the decision of a majority of said arbitrators shall be final and binding as to a revaluation or valuation as aforesaid.

SEC. 3. *Be it further ordained*, That the right and duty are hereby expressly reserved to the Mayor and City Council of Baltimore, at all times, to exercise, in the interest of the public, full municipal superintendence, regulation and control in respect to all matters connected with the grant herein contained, and not inconsistent with the terms thereof.

SEC. 4. *Be it further ordained*, That in consideration of the right hereinbefore granted, the said grantee shall pay to the Mayor and City Council the sum of one hundred dollars (\$100) within ten days after the passage of this ordinance. One hundred dollars.

Conditions.

SEC. 5. *Be it further ordained*, That the said grantee, after the construction of said switches or siding, shall, under the supervision of the City Engineer, repave the street between the tracks, and two feet on either side thereof, and place the same in thorough repair and maintain the same and said tracks in good condition throughout the full term of this grant, and in case the street shall in the future be paved or repaved with any improved pavement, the said grantee shall, under the same supervision, repave the spaces between said tracks and two feet on either side thereof, with said improved pavement, and shall maintain the same in good condition throughout the full term of this grant. Any work done pursuant to the requirements of this section shall be done by the grantee at its own expense exclusively.

SEC. 6. *And be it further ordained*, That non-compliance at any time or times by the grantee, its successors or assigns, with any of the terms of the grant hereby made, shall operate as a forfeiture of the grant hereby made, which shall thereupon be and become void, and that nothing short of an ordinance of the Mayor and City Council of Baltimore shall operate as a waiver of any forfeiture of the grant hereby made.

SEC. 7. *And be it further ordained*, That the curve hereby authorized shall be constructed in all respects under the supervision and to the entire satisfaction of the City Engineer, and that the rails that shall be used in the said construction shall be of such character as the City Engineer shall designate.

SEC. 8. *And be it further ordained*, That nothing contained in this grant shall be so construed as to allow the grantee or its assigns to stand any car or cars on the said curve outside of the building line of the property of the said W. D. Gill & Son.

SEC. 9. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved May 6, 1910.

J. BARRY MAHOOL, *Mayor*.

No. 495.

An ordinance granting permission to Wm. Boucher & Son, to place an electric sign in front of their premises No. 222 West Baltimore street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to Wm. Boucher & Son to place an electric sign in front of their premises No. 222 West Baltimore street, said sign to be eight feet long, four feet wide, and to project from the building line ten feet and to be eighteen feet above the ground and to be supported and erected as approved by the Inspector of Buildings; said sign to bear the words in incandescent electric letters, "Wm. Boucher & Son, Distributors Adelina Patti Habana Segars." Wm. Boucher & Son, electric sign.

SEC. 2. *And be it further ordained*, That said sign shall be erected under the supervision of the Inspector of Buildings of Baltimore City, and that the privilege hereby

granted shall be revocable at any time by an order from the Mayor or by an ordinance of the Mayor and City Council of Baltimore.

Ten dollars.

SEC. 3. *And be it further ordained*, That the said Wm. Boucher & Son shall pay to the Mayor and City Council of Baltimore the said sum of ten dollars for the privilege hereby granted; the same to be paid before the said sign shall be erected.

Approved May 9, 1910.

J. BARRY MAHOOL, *Mayor*.

No. 496.

An ordinance authorizing and directing the Board of Park Commissioners to assume and hereafter exercise exclusively, control, for park purposes, of Mount Royal Reservoir, and all lands adjacent thereto and all appurtenances thereto, now owned by the Mayor and City Council of Baltimore, except certain water mains lying therein.

Park Board,
control over
Mt. Royal
Reservoir.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the Board of Park Commissioners be and they are hereby authorized and directed to assume, and hereafter exercise exclusively, control of the Mount Royal Reservoir, and all lands adjacent thereto and all appurtenances thereto, which are now owned by the Mayor and City Council of Baltimore, same to be hereafter used for park purposes.

Provided, however, that the provisions of this ordinance shall not be construed to apply to the water mains which ran

from Druid Lake through said property, nor to the valves or other attachments thereof, to all of which the Water Department shall hereafter have free access.

SEC. 2. *And be it further ordained*, That the control of the property mentioned in Section 1 of this ordinance, and not excepted from the operation thereof, which has heretofore been exercised by the Water Board be and the same is hereby terminated.

Approved May 9, 1910.

J. BARRY MAHOOL, *Mayor*.

No. 497.

An ordinance granting permission to the Wm. C. Robinson & Son Co. to place a 750 gallon tank on premises Nos. 1501-1507 Thames street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That permission be and the same is hereby granted to the Wm. C. Robinson & Son Company to place a gasoline tank of 750 gallons capacity on premises Nos. 1501-1507 Thames street, same to be erected under the direction and supervision of the Inspector of Buildings of Baltimore City.

Wm. C. Robinson
& Son Co.,
gasoline tank,
750 gallons.

SEC. 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved May 9, 1910.

J. BARRY MAHOOL, *Mayor*.

No. 498.

An ordinance to place the custody and subject to Board of Park Commissioners of Baltimore city, all that part of the bed of Orem Park Place (also called Mondawmin avenue) that is laid off in parks and squares.

Park Board.
control over
Auchentoroly
Terrace.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That so much of the bed of Orem Park Place (also called Mondawmin avenue), between the bed of the west side of Auchentoroly Terrace and the east side of Pennsylvania avenue or Reisterstown turnpike road as is parked or laid out into parks and squares by the Annex Commissioners of Baltimore city be and the same is placed in the custody and subject to the Board of Park Commissioners of Baltimore city.

Approved May 9, 1910.

J. BARRY MAHOOL, *Mayor*.

No. 499.

An ordinance granting permission to Charles Stieff, Frederick P. Stieff, trading as Charles M. Stieff, the right to erect an electric sign in front of their premises known as No. 9 North Liberty street.

Charles M. Stieff,
electric sign.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the right and authority be and the same is hereby granted to Charles Stieff and Frederick P. Stieff, trading as Charles M. Stieff, to erect an electric sign in front of their premises known as No. 9 North Liberty street, upon the following terms and conditions.

First—The said sign shall be erected Conditions. under the supervision of the Inspector of Buildings, and shall be hung at a height not less than ten feet above the sidewalk.

Second—The said sign shall be of such pattern or design and its scheme of electric lighting shall be of such a character as to meet the approval of the Inspector of Buildings.

Third—The dimensions of said sign shall be about ten feet long by two feet six inches high.

Fourth—The said sign shall not extend more than ten feet beyond the building line, and its plan of construction as well as its means or method of fastening or attachment to the building shall be in accordance with the requirements of the Inspector of Buildings, and when completed shall be subject to his approval.

Fifth—The said sign shall be illuminated by electric lighting and shall bear the words, "Stieff Pianos," and no other words.

Sixth—The Mayor and City Council of Baltimore expressly reserves the right and duty at all times to exercise in the interest of the public, full municipal superintendence, regulation and control in respect to all matters connected with this grant and not inconsistent with the terms thereof.

Seventh—The said Charles Stieff and Ten dollars. Frederick P. Stieff, trading as Charles M. Stieff, before the said sign is erected, shall pay to the Mayor and City Council of

Baltimore, the sum of ten dollars as full compensation for the right and privilege hereby granted.

Eighth—The privilege hereby granted shall be revocable at any time by an order of the Mayor, or by an ordinance of the Mayor and City Council of Baltimore.

SEC. 2. *And be it further ordained*, That this ordinance shall take effect from the date of its passage.

Approved May 17, 1910.

J. BARRY MAHOOL, *Mayor*.

No. 500.

An ordinance to provide for an additional appropriation of three hundred thousand (\$300,000) dollars for completing the Baltimore Polytechnic Institute Building.

Polytechnic Institute, \$300,000 appropriation, 1911.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore*, That the sum of three hundred thousand (\$300,000) dollars, to be provided for in the levy of 1911, or in the Ordinance of Estimates for 1911, be and the same is hereby appropriated for the purpose of completing the Baltimore Polytechnic Institute Building, to be erected on the lot acquired by the Mayor and City Council of Baltimore from the Maryland School for the Blind, under Ordinance No. 296, approved April 19, 1909. Any surplus remaining after said building is completed may be expended by

the Board of School Commissioners, subject to the approval of the Board of Estimates, for furnishing and equipping said building.

Approved May 17, 1910.

J. BARRY MAHOOL, *Mayor.*

No. 501.

An ordinance to appoint C. H. Jump a constable of the Twenty-first Ward of Baltimore city.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore.* That C. H. Jump be and he is hereby appointed a constable for the Twenty-first Ward of Baltimore city in place of C. E. Eaton, who failed to qualify.

C. H. Jump,
Constable,
Twenty-first
Ward.

SEC. 2. *Be it further ordained,* That this ordinance shall take effect from the date of its passage.

Approved May 17, 1910.

J. BARRY MAHOOL, *Mayor.*

No. 502.

An ordinance to change the name of Grace avenue, between Garrison avenue and the western city boundary to Ridgewood avenue.

Be it ordained by the Mayor and City Council of Baltimore. That the name of Grace avenue, between Garrison avenue and the western city boundary, be and it is hereby changed to Ridgewood avenue.

Grace avenue,
named
Ridgewood
avenue.

And be it further ordained, That this ordinance take effect from the date of its passage.

Approved May 17, 1910.

J. BARRY MAHOOL, *Mayor.*

RESOLUTIONS

PASSED AT THE ANNUAL SESSION

1909-10

No. 23.

Resolution granting the use of the iceboat "F. C. Latrobe" to the Hebrew Sheltering Home, on Wednesday, July 7, 1909.

Resolved by the Mayor and City Council of Baltimore,
That the Harbor Board is hereby authorized and directed to grant the use of the iceboat "F. C. Latrobe" to the Hebrew Sheltering Home, on Wednesday, July 7, 1909.

Approved June 1, 1909.

J. BARRY MAHOOL, *Mayor.*

No. 24.

Resolution granting the use of the iceboat "F. C. Latrobe" to the Lawrence Memorial Association of Baltimore City.

Resolved by the Mayor and City Council of Baltimore,
That the Harbor Board is hereby authorized and directed to grant the use of the iceboat "F. C. Latrobe" to the Lawrence Memorial Association of Baltimore City for an excursion or outing to Love Point, on Friday, August 6, 1909.

Approved July 1, 1909.

J. BARRY MAHOOL, *Mayor.*

No. 25.

A resolution of the Mayor and City Council of Baltimore recommending amendments to the Law on Liquor Traffic by the next General Assembly.

WHEREAS, A reasonable, wise and safe public policy for a just apportionment of taxation for maintenance of State government should find its basis in a proper adjustment of the burdens so as to provide a levy for this purpose which will distribute itself upon all the people of the commonwealth equally; and

WHEREAS, Many counties of the State, through legislative grant, have abolished the sale of spirituous liquors and thereby exempted themselves in the matter of contributing to State support from a license tax on this commodity; and

WHEREAS, The revenue which flows into the coffers of the State as a liquor license tax from Baltimore city and the unexempted counties inures to the benefit of the whole State (exempted territory included) thus making it manifestly apparent that such a system is wrong in principle, faulty in operation and in conflict with the spirit of the constitution; therefore

SECTION 1. *Be it resolved by the Mayor and City Council of Baltimore*, That the City Solicitor be and he is hereby respectfully requested to prepare a bill and urge its passage by the next General Assembly of Maryland so amending the law governing the liquor traffic as to preserve to the local governments of the State the full amount of liquor license fees by them severally assessed.

Approved July 6, 1909.

J. BARRY MAHOOL, *Mayor*.

No. 26.

A resolution to change the name of that part of Hampden Reservoir used as a playground from Quick Park to West Park.

WHEREAS, In the month of June, 1907, the Water Board granted permission to the residents of the City of Baltimore to use that part of Hampden Reservoir, not used by the city, as a baseball field and public playground; and

WHEREAS, The said portion allotted for a baseball field and public playground has been known as Quick Park, but this name was never given to it officially; and the property holders and residents adjacent to said Hampden Reservoir have petitioned the Mayor and City Council to officially give said park a name, and have suggested the name West Park; therefore be it

Resolved by the Mayor and City Council of Baltimore. That that portion of Hampden Reservoir which is set apart for a baseball field and public playground, be and the same shall be known as West Park.

Be it further resolved. That this resolution take effect from the date of passage.

Approved July 21, 1909.

J. BARRY MAHOOL, Mayor.

No. 27.

Resolution granting the use of the iceboat "F. C. Latrobe" to the Free Summer Excursion Society for the season of 1910.

Resolved by the Mayor and City Council of Baltimore. That the Harbor Board is hereby authorized and directed to grant the use of the iceboat "F. C. Latrobe" to the Free Summer Excursion Society of Baltimore

City, for the season of nineteen hundred and ten, the expenses of running the same to be taken out of the appropriation to the Harbor Board in the levy of 1910.

Approved April 19, 1910.

J. BARRY MAHOOL, *Mayor*.

No. 28.

A resolution of the Mayor and City Council of Baltimore granting the use of the iceboat "F. C. Latrobe" to the Maryland State Dental Association.

Be it resolved by the Mayor and City Council of Baltimore, That the use of the iceboat "F. C. Latrobe" be granted to the Maryland State Dental Association for June 11, 1910.

Be it further resolved, That the Harbor Board is hereby authorized and directed to carry out the provisions of this resolution. ,

Approved April 19, 1910.

J. BARRY MAHOOL, *Mayor*.

No. 29.

A resolution of the Mayor and City Council of Baltimore granting the use of the iceboat "F. C. Latrobe" to the Board of Managers of the Home for Incurables.

Be it resolved by the Mayor and City Council of Baltimore, That the use of the iceboat "F. C. Latrobe" be and the same is hereby granted to the Board of Managers of the Home for Incurables, on June 15, 1910.

And be it further resolved, That the Harbor Board is hereby authorized and directed to carry out the provisions of this resolution.

Approved May 2, 1910.

J. BARRY MAHOOL, *Mayor*.

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TO THE

ORDINANCES AND RESOLUTIONS

OF THE

MAYOR AND CITY COUNCIL OF BALTIMORE

1909-10

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